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(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. published bienially. Price Rs. 1-12-0 or 3s.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1939. Published sexennially. Price Rs. 4-10-0 or 7s. 3d.

TECHNICAL PAPERS.

(5) Over 307 papers have been published by the Railway Board's office. The papers comprise :—

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(b) Reprints of articles from foreign engineering magazines.

(c) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72.	The design of well foundations for bridges	(Compiled.)
„ 148.	Statistics of railway working expenditure	G. DEUCHARS.
„ 153.	River training and control on the guide bank system	F. J. E. SPRING.
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„ 247.	1st and 2nd interim reports of the Indian Railway Bridge Committee on impact and revision of the Bridge rules.	
„ 249.	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
„ 250.	Axle-loads, wheel diameter and railheads dimensions.	
„ 251.	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
Description	of the Planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. shops at Parel	F. G. S. MARTIN.
No. 256.	Notes on the preparation of railway projects	H. L. GLASS.
„ 259.	The estimation of Passenger earnings on new projects	A. LINES.
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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

134521

1940-41

Volume I

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

PUBLISHED BY MANAGER OF PUBLICATIONS, DELHI
PRINTED BY MANAGER, GOVERNMENT OF INDIA PRESS, CALCUTTA
1942

Main statistics compared for four years.

I.—*All Indian railways (Classes I, II and III).*

Items.		1937-38.	1938-39.	1939-40.	1940-41.
Gross earnings	(crores) Rs.	107·57	107·15	111·50	126·36
Total Working expenses	(crores) Rs.	69·63	71·18	72·20	73·19
Operating ratio	Per cent.	64·73	66·44	64·75	57·92
Number of passenger originating	(millions)	521·28	530·62	529·67	575·72
Earnings from carriage of passengers	(crores) Rs.	31·08	30·73	30·47	34·14
Average earnings per passenger mile	Pies	3·17	3·15	3·16	3·29
Freight tons originating	(millions)	87·29	88·36	92·18	92·73
Earnings from carriage of goods	(crores) Rs.	68·66	68·57	72·56	81·48
Average earnings per freight ton mile	Pies	5·78	5·93	5·93	6·19
Total train miles	(millions)	192·20	197·04	198·84	200·90
Gross earnings per train mile	Rs.	5·57	5·40	5·64	6·33
Working expenses per train mile	Rs.	3·61†	3·58	3·65	3·66
Net earnings per train mile	Rs.	1·96†	1·82	1·99	2·67
Net earnings per mean mile worked	Rs.	9,043†	8,619	9,427	12,243

† Revised figures.

NOTE.—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bengal and North-Western and Rohilkund and Kumaon railways (Company's share) which items were omitted in previous years.

II.—*State-owned railway systems.*

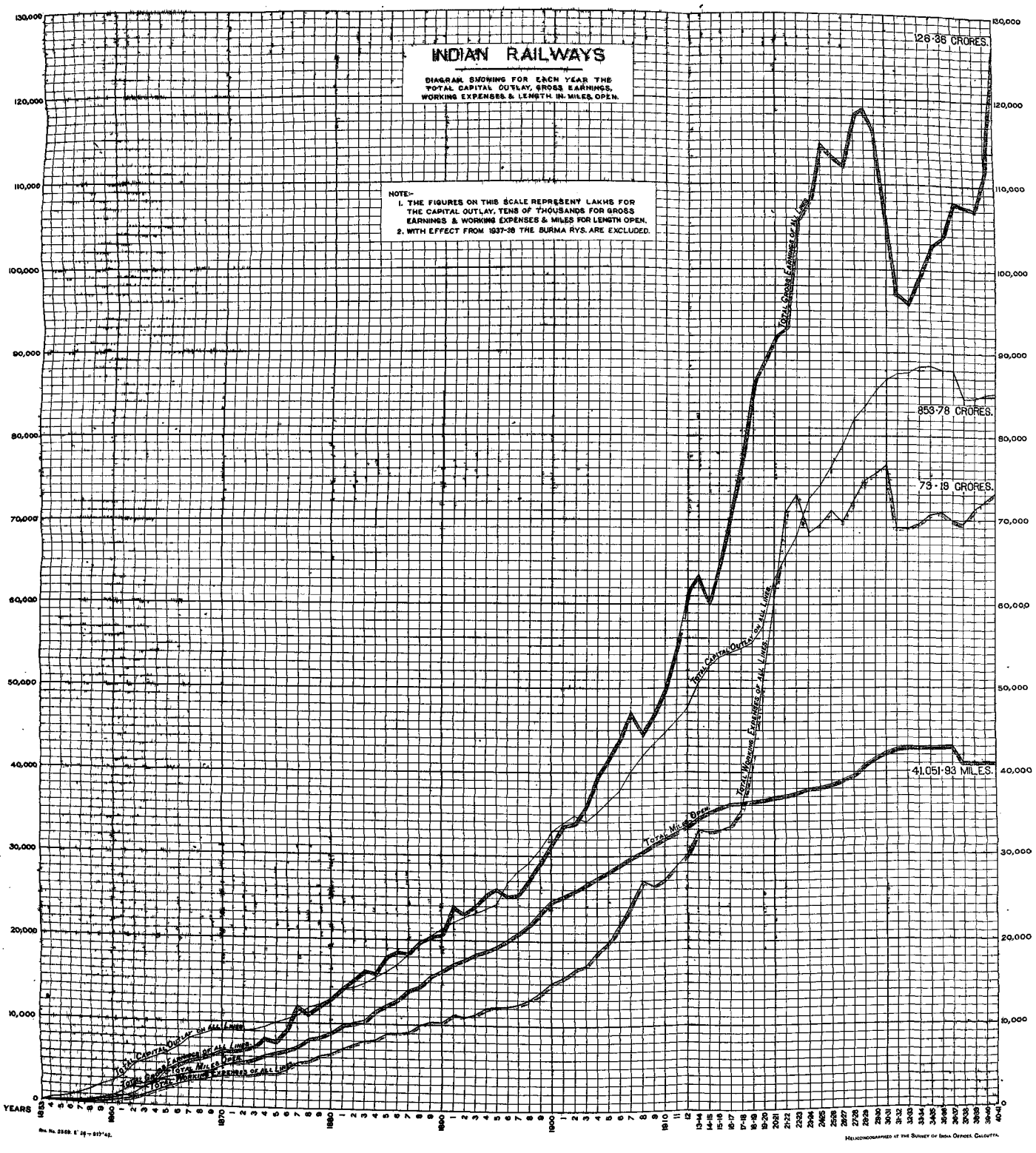
(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways.)

Items.		1937-38.	1938-39.	1939-40.	1940-41.
Gross earnings	(crores) Rs.	99·83	99·02	103·02	117·23
Total Working expenses	(crores) Rs.	65·30	65·38	67·22	69·13
Operating ratio	Per cent.	65·41	67·09	65·25	58·12
Number of passengers originating	(millions)	471·18	477·97	477·13	519·65
Earnings from carriage of passengers	(crores) Rs.	28·27	27·89	27·65	30·99
Average earnings per passenger mile	Pies	3·13	3·11	3·12	3·25
Freight tons originating	(millions)	80·12	80·56	84·15	85·26
Earnings from carriage of goods	(crores) Rs.	64·33	63·95	67·55	76·26
Average earnings per freight ton mile	Pies	5·66	5·80	5·79	6·05
Total train miles	(millions)	175·53	179·05	180·44	182·56
Gross earnings per train mile	Rs.	5·66	5·51	5·71	6·42
Working expenses per train mile	Rs.	3·70	3·69	3·73	3·73
Net earnings per train mile	Rs.	1·96	1·82	1·98	2·69
Net earnings per mean mile worked	Rs.	10,082	9,613	10,577	14,524

INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.

NOTE:-
1. THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
2. WITH EFFECT FROM 1937-38 THE BURMA RYS. ARE EXCLUDED.



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INTRODUCTORY NOTE.

1. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, commercial and operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contians financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

2. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$ th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

3. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5, (pages 43 to 47) of Vol. II of this Report.

The following is a brief synopsis of some of the major items of interest in this report, together with a reference, in each case, to the page in the report on which the details are given :—

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CHAPTER I.

GENERAL REVIEW.

1. Monsoon conditions and agricultural results.—In a predominantly agricultural country like India, the fortunes of railways are to a large extent dependent on agrarian prosperity which varies from year to year according to the seasonal rainfall. This report therefore, opens with a note on the incidence and effectiveness of the monsoon rainfall.

The monsoon of 1940, though somewhat late, fairly established itself by the last week of June when it caused heavy floods in Orissa and widespread rain over the region from the Central Provinces to Gujarat and the Konkan. The monsoon was strong throughout July, steady during August, and generally weak in September. The rainfall during the monsoon period was, practically normal except in north-west India, where it was slightly defective. Averaged over the plains of India, the total rainfall during the period was in defect of the normal by 1 per cent. only. Taking the year as a whole, the rainfall was within 20 per cent. of the normal, except in Berar, Mysore, South-east Madras and the Madras Deccan where it was slightly in excess and in Kashmir where it was slightly defective.

From the agricultural aspect, the season may be considered as generally favourable. The variations in the main crops are as indicated below :—

Increases—

Sugarcane 23 per cent. more than the preceding season's crop and 32 per cent. better than the average of the preceding five years.

Cotton 18 per cent. increase over the preceding season.

Jute 35 per cent. above the previous season's crop.

Groundnut 8 per cent.
Castor seed 4 per cent. } Better than in 1939-40.
Sesamum 2 per cent.

Wheat (1939-40 crop) 8 per cent. greater than the yield of 1938-39.

Linseed (1939-40 outturn) 5 per cent. more than in the preceding season.

Rape and mustard (1939-40 outturn) 21 per cent. better than in the preceding season.

Decrease—

Rice 15 per cent. less than in 1939-40.

2. Receipts.—With the stimulus given to railway traffic by war conditions, the earnings of railways for the year 1940-41 reached a level never attained before. The gross traffic receipts of State-owned railways amounted to Rs. 111·94 crores, as compared with Rs. 97·65 crores in 1939-40, an increase of Rs. 14·29 crores. After meeting all charges including depreciation and interest on capital at charge, the year's working indicated a gain of Rs. 18·46 crores. Out of this surplus, Rs. 12·16 crores were placed to the credit of the general revenues of the Central Government, Rs. 8·14 crores in full payment of contributions accruing in respect of 1940-41 and Rs. 4·02 crores towards arrear contributions relating to the previous years. The balance of Rs. 6·30 crores was credited to the Railway reserve fund.

On a comparison of the results of all Indian railways with 1939-40, the volume of traffic handled and earnings therefrom both under passenger and goods showed a substantial improvement. The figures are as follows:—

Items.		1939-40	1940-41	Percentage difference.
Number of passengers carried in (millions)		529·7	575·7	+ 8·68
Passengers miles (millions)		18,522	19,933	+ 7·62
Earnings from passengers (crores)	Rs.	30·47	34·14	+12·04
Average rate charged per passenger per mile	Pies	3·16	3·29	+ 4·11
Average miles a passenger was carried	Miles	35·0	34·6	— 1·14
Freight tons carried (millions)		92·2	92·8	+ 0·65
Net ton miles (millions)		23,493	25,289	+ 7·64
Earnings from goods carried (crores)	Rs.	72·56	81·48	+12·29
Average rate charged per ton per mile	Pies	5·93	6·19	+ 4·38
Average miles a ton of goods was carried	Miles	254·9	272·6	+ 6·94

3. Mileage.—225 miles of new railway lines were opened during the year, of which 84 miles were constructed in the province of Sind by the Government of India and the balance (141 miles) within Indian States built at the cost of the Durbars concerned. As against this, the mileage of existing lines was reduced by approximately 328 miles, the total open mileage being thus reduced to the extent of 103 miles.

4. Railways and the Legislature.—Judging from the number of questions asked in the Council of State and the Legislative Assembly, it will appear that the members of the Indian Legislature continued, as in the past, to take a keen interest in the working of the Railway Department. Out of a total number of 1,482 questions asked in both the Houses during the year 1940-41, 515 or 37 per cent. were answered by the Railway Department as compared with 488 or 39 per cent. during the previous year.

In addition to this large number of questions, an amendment of the Indian Railways Act—the Ticketless Travellers Bill—was passed, and two resolutions were discussed in the Legislative Assembly and the Council of State. These are referred to in the following paragraphs:—

4.1. Bill regarding Ticketless travelling.—Experience had shown that the provisions in the Indian Railways Act, 1890, relating to ticketless travellers were insufficiently deterrant. Consequently, a Bill further to amend the relevant sections of the Act (68, 112 and 113) was introduced in the Legislative Assembly in November 1940. The Bill was considered by the Assembly and referred to a Select Committee which met in February 1941. The Bill was then discussed and passed by the Indian Legislature and is now law.

It was considered desirable to inform the travelling public of the changes in the Act. Copies of the amended sections were, therefore, sent to railways who were asked to arrange for the earliest possible exhibition at stations of posters drawing the attention of the public to the main changes in the law and to the enhanced penalties to which passengers travelling without proper passes or tickets would be liable.

The Indian Railway Conference Association appointed a special *ad hoc* Committee to consider the preparation of model rules for adoption by railways to deal with ticketless travel and to secure uniform application of the provisions of the relevant sections of the Railways Act. Certain railways have since issued comprehensive rules for the guidance of their staff based on the recommendations of the *ad hoc* Committee. Other railways have similar rules under preparation.

4.2. Appeals of Railway employees.—On the 20th February 1941, Dr. Ziauddin Ahmad moved in the Legislative Assembly a resolution recommending the appointment of officers of judicial mind to be attached to "the offices of the General Managers and of the Railway Board to listen to the appeals of railway employees and to scrutinise the present rule of attending to those appeals."

In support of the Resolution it was stated that there was dissatisfaction among railway staff at the manner in which their appeals were dealt with, that the rules were not adequate in securing a real right to employees; that executive officers did not pay attention to appeals and that there was very great delay in dealing with them. In opposing the Resolution it was stated on behalf of Government that the position as described appeared to be exaggerated and that the rules did provide what was in fact a real right. It was admitted that improvements might be possible in the matter of delays and an undertaking was given that all the points raised in the debate would receive the careful consideration of Government.

The motion was negatived. As promised in the Assembly the handling of appeals was investigated by the Railway Board and Administrations were addressed.

4.3. Prevention of persons suffering from contagious diseases travelling in trains.—On the 27th February 1941, the Hon'ble Maulvi Ali Asghar Khan moved a resolution in the Council of State recommending that adequate steps be taken by Government to prevent persons suffering from dangerous diseases travelling by trains, etc.

In support of the Resolution, it was stated that on account of unrestricted movement of infected persons, diseases such as cholera spread very rapidly, and that if any enactment existed it should be put to effective use. Failing the existence of any such enactment, it was necessary that stringent measures should be taken to cope with this evil. It was further suggested that qualified doctors should be employed at certain stations and that compartments should be set apart for the use of people suffering from infectious or contagious diseases.

In reply Government explained that rules and regulations existed for the prevention of persons suffering from infectious or contagious diseases travelling in railway trains or public service vehicles. These regulations provide that any persons suffering from infectious or contagious diseases are required to engage reserved compartments for themselves and their attendants. Considerable difficulty, however, existed in making full use of these rules. It was stated that only by the awakening of the public conscience and the full co-operation of the public with those responsible for running transport services could these rules be made effective. A reference was made to the special steps taken by the railways, in co-operation with the public health authorities, to prevent the spread of epidemic diseases at the time of large melas. The effectiveness of these measures have already been testified to by the Public Health Committee.

The Government undertook to bring up the subject matter of the resolution for consideration before the Central Advisory Board of Public Health, on which both the Legislature and railways were represented, to see to what extent it would be possible to carry further the existing rules and regulations for the prevention of dissemination of diseases. The resolution was not pressed and was withdrawn.

5. Railway Budget.—The railway budget for 1941-42 was discussed in detail with the Standing Finance Committee for Railways at their meetings held on the 28th and 29th January and 14th and 17th February 1941. It was presented to both Houses of the Legislature on the 19th February 1941. The general discussion on the budget took place in the Legislative

Assembly on the 22nd February, and in the Council of State on the 25th February. Voting on the demands for grants occupied two days, *viz.*, the 26th and 27th February.

During the general discussion on the budget, a large number of subjects came under review, the more important of them being the procedure for appointments and promotions in railway service, the policy relating to the depreciation fund, the question of bringing company-managed railways under State-management, contribution to general revenues, dismantlement of branch lines, amalgamation of railways, construction of locomotives in India, rates for the carriage of coal, grievances of certain classes of railway employees, etc.

Eleven motions for reductions were moved during the debates on the demands for grants. Of these, three were withdrawn after discussion, seven were negatived and one was not put to the House for want of time. The motions which occupied most of the time of the House related to the postponement of the arrangements for the manufacture of locomotives in India for the period of war, the policy regarding rates and fares, and the report of the court of enquiry appointed to investigate the question of war dearness allowance to railway employees. The first two motions were negatived and the third was withdrawn. Other motions which were negatived were in respect of the policy in regard to the purchase of stores, grievances of North Western Railway employees, selection of personnel for certain posts with special reference to the medical department, control over company-managed railways and grievances of railway workers. The other motions withdrawn related to communalism in railway services and Indianization of higher and responsible posts on railways.

6. Standing Finance Committee for Railways.—The Committee met twelve times during the year. They scrutinised the proposals for the capital and revenue expenditure to be incurred during 1940-41 and examined the demands for grants for that year, prior to their being placed before the Legislative Assembly. They also examined and approved proposals for the creation of certain superior posts on railways, including the proposal for the creation of a permanent research organization for Indian Railways. The proposals for the purchase of the Tapti Valley Railway and the grant of war dearness allowance to railway employees were also approved by the Committee.

7. Acquisition of Company Railways by State.

7.1. Purchase of the Bengal Dooars Railway.—The purchase of this railway, mention of which was made in the last year's report, was effected on the 31st December 1940, and the line amalgamated with the Eastern Bengal Railway. The great majority of the staff were also taken over by the State.

7.2. Termination of the Bombay, Baroda and Central India and Assam Bengal Railway Companies' contracts.—These railways which are State-owned are being managed by the companies under contracts with the Secretary of State, terminable on the 31st December 1941. The Government of India have decided that their management shall be transferred to the State with effect from 1st January 1942. Government shall have to pay to the Bombay, Baroda and Central India Railway Company at par its share capital of the value of £2 million (*i.e.*, Rs. $2\frac{2}{3}$ crores at 1*s.* 6*d.* per rupee) and also assume liability for debentures of the value of £1 million, carrying interest at $3\frac{1}{2}$ per cent. As regards the Assam Bengal Railway, Government will be required to pay to the Company at par its share capital amounting to £$1\frac{1}{2}$ million (*i.e.*, Rs. 2 crores at 1*s.* 6*d.* per rupee).

8. Raising of new minor works limit.—Prior to 1940-41 the limit up to which expenditure on minor improvements and additions could be charged to revenue, on State-managed railways, was Rs. 2,000. From the beginning of the year, this limit was raised to Rs. 10,000 which was deemed to be more appropriate for the railways of the size in India.

9. Meetings with Agents and General Managers of Railways and Provincial Governments.—During the year under review the Railway Board held two meetings with the General Managers of principal railways. The first meeting was held at New Delhi on the 25th October 1940 and the second on the 20th March 1941.

Several visits were paid by the Members of the Railway Board to the headquarters of the various railway administrations and provincial governments. Copies of the tour programmes were sent in advance to the Press, Provincial Governments and important mercantile associations in order that an opportunity might be afforded them to express their views on matters of common interest and discuss problems affecting the railways and transportation generally.

10. Central Advisory Council for Railways.—Three meetings of the Central Advisory Council for Railways were held at New Delhi during the year 1940-41. The first meeting was held on the 9th April 1940. A second meeting was held on the 29th November and this was adjourned to a subsequent meeting on 2nd December 1940. The following subjects were discussed at these meetings.

10.1. Nomination of Members of the Central Advisory Council for Railways to the Local Railway Advisory Committees.—Sixteen Members of the Council were nominated to serve on the various Local Railway Advisory Committees.

10.2. Dismantling of branch lines.—The Council accepted the necessity for providing rails as an urgent war measure by closing lines where this was practicable and considered that the least remunerative lines should be taken first. Some members considered that lines should not be permanently dismantled as it was not possible to see at this stage whether they should be restored after the war or not.

10.3. Termination of the contracts of the Bombay, Baroda and Central India and the Assam Bengal Railway Companies.—The Council recommended by a majority that notice should be given of termination of these contracts.

10.4. Conclusions of Government on the railway accident at Bihta.—At the request of the Chairman, Members of the Council gave their comments on the proposed draft letter to the East Indian Railway Administration, conveying the conclusions of Government on the accident.

11. Local Railway Advisory Committees.—During the year 79 meetings were held. A variety of subjects of general interest was discussed, considerable attention being paid to catering arrangements and facilities for the adequate supply of drinking water. Measures taken by railways to prevent and avoid overcrowding also received notice, as did the provision of such amenities as the cleaning of carriages *en route*, station lighting, reservation of berths, etc. Considerable interest was displayed in the improved arrangements made for the medical inspection of food-stuffs exhibited for sale. The provision of extra stations, the raising of platform levels, etc., were also discussed, but, unfortunately, many of such proposals had to be held in abeyance owing to the war conditions prevailing.

Special sub-committees on certain railways also met from time to time and examined time-table proposals, and suggested changes.

12. Railway Rates Advisory Committee.—Sir Madhavan Nair, a retired Judge of the Madras High Court, succeeded Sir Zahid Suhrawardy as President of the Committee on the 1st April 1940. Rai Bahadur (now Diwan Bahadur) P. C. Bose continued as Railway Member and Secretary.

During the year orders were passed by Government on the following three cases which had been reported on in the previous year :—

(i) A complaint from the Bengal Oil Mills Association, Calcutta, alleging that the special rates charged by the East Indian Railway for mustard oil (in bulk) from Cawnpore, Agra,

Hathras, etc., to Howrah constitute undue preference of the United Provinces oil mills, that the existing rates for mustard seed from Cawnpore and other centres in the United Provinces to Calcutta, are unreasonable and that the disturbance of the relativity between the rates for mustard seed and mustard oil has made the former particularly unreasonable.

In this case, in which the United Provinces Oil Millers' Association was permitted to appear as Intervener, the Committee came to the conclusion that the rates for mustard and rape seeds from the stations complained of to Calcutta had not been proved to be unreasonable *per se*, but that the rates for mustard oil were unduly preferential and recommended suitable rates from Aligarh, Hathras Kilah, Hathras Junction, Jumna Bridge, Belanganj, and Cawnpore.

(ii) A complaint from the Bhima Ice Factory and Flour Mills, Cuttack, alleging that the rates charged by the Bengal Nagpur Railway for wheat in full wagon loads from stations in the Central Provinces to Cuttack are not only unreasonable but also subject the applicant to undue prejudice and disadvantage *vis-a-vis* Raipur.

In this case the Committee found that the rates for wheat to Cuttack in relation to the rates for flour charged from certain stations specified in the Report were unduly preferential to the Raipur millers and unduly prejudicial to the complainants and in order that the charges of unreasonableness and undue prejudice might be removed, recommended rates for wheat in minimum consignments of 300 maunds from eight stations in the Central Provinces to Cuttack lower than those charged on actual weight.

(iii) A complaint from the Carlsbad Mineral Water Manufacturing Co., Ltd., Calcutta, alleging that the Bengal Nagpur Railway by carrying free of charge over its system, (1) aerated waters manufactured by its own factory and consigned by and intended for sale to passengers, travelling or intending to travel over its system, in its refreshment rooms, hotels and at its stations, to its servants, Clubs, Stores and Institutes and to the General public and (2) the returned empty bottles, has unduly preferred itself and subjected the applicant to undue prejudice.

In this case the Committee's finding was that the Bengal Nagpur Railway was not entitled to carry free of charge over its system (*a*) aerated waters consigned by itself or by or to its agents or contractors and intended for sale to persons other than passengers in its trains or within the precincts of its stations who were in possession of tickets and (*b*) the returned empty bottles, and that by such free carriage it has unduly preferred itself and subjected the complainants to undue prejudice. The Committee recommended that public rates should be charged thereon.

The recommendations in all the above cases were accepted by Government.

The following cases were dealt with by the Committee during the year :—

(*a*) A complaint from the Kalyanpur Lime and Cement Works, Ltd., in Bihar, alleging that the special rate of Re. 0-11-0 per ton charged by the Dehri Rohtas Light Railway on limestone from Banjari to Dehri-on-Sone booked by the Stone Suppliers, Ltd., is unduly preferential, that the "A" schedule rate of Rs. 1-11-0 per ton for limestone and lime from Banjari to Dehri-on-Sone and *via* is unreasonable, and that the sliding scale of rates for the said commodities between the same places for lime companies other than the Stone Suppliers, Ltd., are illegal and/or unreasonable.

In this case the Rohtas Industries, Ltd., and the Stone Suppliers, Ltd., were permitted to appear as Interveners. During the course of the investigation it transpired that under the sliding scale of rates not a single consignment had been booked from Banjari to Dehri-on-Sone and *via* and the Railway agreed to cancel that scale. The Committee found that the "A" schedule rate of Rs. 1-11-0 per ton for lime and limestone from Banjari to Dehri-on-Sone and *via* was not unreasonable but that the special rate of Re. 0-11-0 per ton for limestone from Banjari to Dehri-on-Sone was unduly preferential to the Rohtas Industries, and had subjected the complainant to undue prejudice, and recommended the cancellation of the special rate. Government accepted the recommendation.

(*b*) A complaint from the Upper Doab Sugar Mills, Ltd., Shamli in the United Provinces alleging that the enhanced siding charge of Re. 0-6-8 per wagon levied by the Shahdara-Saharanpur Railway on sugarcane traffic is unreasonable.

This case was amicably settled between the parties.

(*c*) A complaint from Messrs. Senairam Doongarmall against the Assam Bengal Railway complaining that the terminal charge levied on outward goods traffic booked from their siding at Tinsukia in Assam and the haulage charge levied under certain circumstances are unreasonable.

This case was struck off the list, the applicant having been permitted by Government to withdraw it and submit a fresh self-contained application. [*See* (*f*) below.]

(*d*) A complaint from Messrs. Byramji D. Doongaji & Sons, Seoni (Central Provinces), alleging that the conveyance rates charged by the Bengal Nagpur Railway for country spirit from Seoni to certain stations are unreasonable, that they unduly prejudice them and unduly prefer the Betul distillery and that the terminal charge levied on the traffic is unreasonable.

The Committee's report on this case was under the consideration of Government at the end of the year.

(*e*) A complaint (referred to the Committee by H. E. the Crown Representative) from Messrs. Doalt & Sons, Jamnagar, situated in an Indian State in Kathiawar alleging that the rates for wool and cotton waste charged by the Morvi Railway from *via* Wadhwan to *via* Rajkot are unreasonable *per se*, that they unduly prefer consignments booked to the port of Navlakhi and subject to undue prejudice those who book to the Port of Bedi Bandar and that the said railway grants undue advantages to a certain customer of its in the shape of rebates, commissions, free passes, etc.

This also was amicably settled between the parties.

The following cases were still under enquiry by the Committee at the close of the year:—

(*f*) A complaint from Messrs. Senairam Doongarmall and 12 others alleging that the terminal charges levied by the Assam Bengal Railway and the Assam Railways and Trading Company, Ltd. (Dibru-Sadiya Railway) for the Tinsukia end on traffic booked to and from the Senairam Doongarmall siding at Tinsukia are unreasonable, that the haulage charge levied by the former Railway under certain circumstances is unreasonable and that the said charges along with others subject the complainants to undue disadvantage *vis-a-vis* their trade rivals making use of the Tinsukia station proper.

(*g*) A complaint from Messrs. Shri Venkateswar Flour Mills, Lucknow, alleging that the rates charged by the Bengal and North-Western Railway on flour from Aishbagh to certain stations on that railway are unreasonable, and that by the rates it quotes the railway gives undue preference to the Allahabad, Benares and Bahraich Mills and subjects the complainant to undue prejudice.

13. Steps taken to reduce expenses.

13.1. Transportation.—Every effort was made to reduce train mileage with the object of conserving power to meet further emergencies as they arise. Unremunerative train services were withdrawn, and it was found possible on the North Western Railway to substitute rail cars for certain trains.

Strenuous endeavour was made to keep expenses as low as possible, only works considered to be absolutely essential being sanctioned. The principal economies resulted from retrenchment of certain non-essential posts, the absorption of surplus staff, the utmost economy in the use of consumable stores and stationery, etc., and from the extension of the life of certain articles of clothing.

13.2. Engineering.—The various measures of economy introduced on railways and referred to in the previous reports, were continued, where possible, during the year under review, having due regard to safety and efficiency. A few of the important steps taken by railway administrations in this direction are mentioned below:—

On the Bengal Nagpur Railway some economy was effected by the amalgamation of permanent-way gangs and consequent reduction in the number of mates. This railway effected some saving from the welding of crossings instead of renewing them.

On the East Indian Railway also a saving of about Rs. 87,000 was achieved by the reconditioning of points and crossings and dog spikes. The importance of reconditioning has been enhanced due to the shortage of fresh material resulting from the war.

The Engineering Department of the Jodhpur Railway, keeping in view the general situation, restricted the use of metals and of imported materials during the year under review.

On the South Indian Railway the length of the charge of the maintenance gangs of certain sections of the railway was extended from 3 to 4 miles. The massed gang system of track maintenance which was introduced on the Madras Suburban area was continued. The same railway continued the mobile gang system which was introduced on certain sections.

13.3. Mechanical and Electrical.—Every endeavour was made by railways to keep their expenditure as low as possible compatible with safety and efficiency. Intensive use of locomotives and rolling stock continued to receive the special attention of all administrations in order to obtain even greater service out of available stock.

Single control examination of carriages and wagons was introduced at Mymensingh between the Assam Bengal and Eastern Bengal Railways and at Vadala between the Great Indian Peninsula Railway and Bombay Port Trust Railway; the examination originally undertaken at Amalner was re-located at Bhusaval to improve operating efficiency. All other such control junctions continued to function satisfactorily.

On the Bengal Nagpur Railway the final assessment of a large scale passenger stock re-organisation revealed that there would be an annual recurring saving of Rs. 2,51,174.

The North Western Railway sold five locomotives to the Great Indian Peninsula Railway and 200 wagons to the East Indian Railway; this administration also condemned without replacement 21 locomotives, 20 coaches and one wagon thus reducing the capital at charge by approximately Rs. 26 lakhs. During the previous year investigations had shown the possibility of closing the Carriage and Wagon workshops situated at Sukkur and arrangements were made to effect this in three stages; the first two stages were successfully concluded during the year.

With a view to reduce delays caused by the closure of wagon repair work in sick lines on Sundays the Great Indian Peninsula Railway introduced rearrangement of shifts to provide for Sunday working at their major sick line depôts. This system was also brought into effect on other railways where necessary.

As in the past, considerable economies continue to be effected by the reclamation of scrap, reconditioning of old material and the use of cheaper substitutes. The acceptance of bulk supplies from local electric supply companies enabled the Bengal Nagpur Railway to close down a gas factory at Khargpur and to provide electrical amenities at Gondia and Puri, and at the same time to effect an appreciable saving.

14. Closing of unremunerative branch lines.—Railways were called upon to supply appreciable quantities of track for military operations connected with the war. After utilising available stocks and taking into account releases of suitable rails from railways' relaying operations it was necessary to have recourse to the closing and dismantlement of open lines of railway. Branches were selected which were unremunerative or insufficiently remunerative and which served areas provided with other forms of transport facilities. In each case the Provincial Government or the Indian State concerned was consulted. The following lines were dismantled during 1940-41 :—

1. Dalmau-Daryapur, East Indian Railway.
2. Akbarpur-Tanda, East Indian Railway.
3. Chandpur Siau-Bijnor, East Indian Railway.
4. Cawnpore-Khairada, Great Indian Peninsula Railway.
5. Darwha-Pusad, Great Indian Peninsula Railway.
6. Coconada-Kotipalli, Madras and Southern Mahratta Railway.
7. Shoranur-Nilambur, South Indian Railway.
8. Lyallpur-Jaranwalla, North Western Railway.

15. Railways and the War.—The effect of the war on railways increased rapidly during the year under review. Traffic increased both on account of military requirements and the rapidly increasing volume of supplies. Three large railway workshops were handed over complete for munitions production and, by the end of the year, the greater part of the spare capacity of other railway workshops was being utilised for the production of numerous war requirements, including shells, grenades and articles used in clothing, feeding, arming, transporting and housing the fighting forces. Railway workshops also undertook the training of skilled labour for war work. Increasing difficulties in getting supplies of materials from abroad involved the trial of substitutes and the reduction in supplies of materials vitally required by other Departments for war work, necessitated railways reducing their demands for commodities, such as steel, to the

minimum, which affected both repairs and replacements. Railways had to supply a considerable mileage of track for shipment overseas for Defence purposes and although the major portion came from railways' stocks and reserves, 7 branch lines, were dismantled and one branch line was in process of dismantlement at the end of the year. Railway staff, with specialized technical qualifications, were lent to the Supply Department, and Railways assisted in raising a number of Railway Military Units for service overseas. By the end of the year, over 100 officers from Class I Railways were serving in various units under the Defence Department and 25 officers had been lent to the Supply Department for war work.

CHAPTER II.

FINANCIAL RESULTS.

16. Trade Review.—Owing to the changed international conditions due to war, the total value of exports including re-exports from India during the year 1940-41 amounted to Rs. 198·7 crores against Rs. 213·6 crores in the preceding year, *i.e.*, a decrease of Rs. 14·9 crores or 7 per cent. Noticeable decreases were under raw jute, raw cotton, jute bags, hides and skins, oil seeds (groundnuts), Indian raw wool and coir manufactures. Jute, cloth, tea, metals, ores and lac showed a decrease in the quantity exported but an increase in value. On the other hand, increases were registered under cotton piecegoods, cotton twist and yarn, food grains (mainly wheat and wheat flour) and tobacco.

The value of imports of foreign merchandise into British India (excluding Burma) amounted to Rs. 156 crores in 1940-41 as compared with Rs. 165·3 crores in the preceding year, *i.e.*, a decrease of Rs. 8·5 crores or 5·1 per cent. The decreases were mainly under rice (not in the husk), machinery and millwork, sugar, cotton piecegoods and yarn and motor vehicles (cars and cycles). The imports of mineral oils (chiefly kerosine oil), metal ores, paper and paste-board decreased in quantity but showed a slight increase in value. Increases were registered under wool, woollen goods, coal tar dyes, raw cotton, motor omnibuses, chemicals and artificial silk.

A.—*Financial results of State Railways.*

17. Financial results of working.—The improvement in railway traffic which began in the latter part of 1939-40 continued throughout the year under review and the railways earned 111·94 crores in 1940-41 against 97·65 crores in 1939-40, an increase of 14·29 crores. The increase was both under goods and coaching.

17.1. Ordinary working expenses excluding depreciation amounted to 53·01 crores against 52·26 crores in the previous year or ¾ crore more.

17.2. The amount set apart from revenue for depreciation was 12·64 crores, 5 lakhs more than in 1939-40. The increase was due to the capital expenditure incurred in 1939-40.

17.3. The working expenses including depreciation were 65·65 crores against 64·85 crores in 1939-40 or 80 lakhs more.

17.4. Miscellaneous transactions during 1940-41 resulted in a net receipt of 85 lakhs against 64 lakhs in 1939-40. The increase of 21 lakhs was chiefly due to more receipts on account of interest on the depreciation and reserve fund balances, which exceeded the previous year's balances (32 lakhs), partly counterbalanced by more payment of surplus profits and rebate to railway companies (11 lakhs).

17.5. The net revenue was 47·14 crores against 33·44 crores in 1939-40 or 13·70 crores more.

17.6. The interest charges during 1940-41 were 28·68 crores against 29·11 crores in 1939-40, the decrease in the year under review being due to the fall in the rate of interest from 4·60 per cent. to 4·41 per cent.

17.7. Against the surplus of 4·33 crores in 1939-40, the surplus during the year under review was 18·46 crores. Under the terms of the "separation convention" of 1924 (Appendix A) and the resolution passed by the Legislative Assembly in September 1939 placing a moratorium on the repayment of loans taken from the depreciation fund and of arrear contributions due to the central revenues to the end of 1938-39, 8·44 crores of this amount would have been paid to the central revenues (8·14 crores on account of contribution due from railways for the year 1940-41 and 30 lakhs on account of arrears of

contribution for the year 1939-40) and the balance of 10·02 crores would have been transferred to the railway reserve. As a measure of assistance, however, to the general revenues in the conditions created by the war, it was decided to set apart for advance payment to the central revenues in 1941-42, a sum of 2·58 crores which would ordinarily have been paid to them in 1942-43; and to pay the half of the remainder of 7·44 crores to the general revenues immediately in 1940-41. In the net result the central revenues received in all 12·16 crores, and a sum of 6·30 crores (including 2·58 crores ear-marked for advance payment to central revenues in 1941-42) was transferred to the railway reserve.

17.8. The appropriation to the depreciation fund was 12·64 crores and the amount withdrawn for renewals was 7·19 crores resulting in a net addition of 5·45 crores to the fund. The actual balance at credit of the fund was 36·60 crores (including 40 lakhs on account of investments in branch line shares and loans to branch line companies) and the nominal balance was about 66·89 crores.

17.9. The total works expenditure during the year under review amounted to 9·50 crores of which 2·31 crores was charged to capital and the balance to the depreciation fund. Of the capital expenditure 16 lakhs were spent on open line works, 1 lakh on new constructions and 2,14 lakhs on purchase of railways.

17.10. At the end of 1940-41 unliquidated liabilities of railways amounted to about 62 crores against 66 crores at the end of 1939-40. Of this, 30·29 crores is the loan from the depreciation fund, and the balance represents arrears of contributions due to general revenues. The details are as follows:—

(In crores of rupees.)

Years.	Loans from depreciation fund.	Unpaid contributions to general revenues.
1931-32	4·25	5·36
1932-33	10·23	5·23
1933-34	7·96	5·21
1934-35	5·06	5·04
1935-36	4·00	4·99
1936-37	—1·21	4·91
1937-38	...	1·58
1938-39	...	3·09
1939-40	...	0·30
1940-41	...	**—4·02**
Total	30·29	31·69

18. Net traffic receipts, interest charges and surplus.—The statement below compares the surplus and the percentages of net traffic receipts and interest charges to the capital at charge for the five years ending with 1940-41.

(In lakhs of rupees.)

Year.	Net traffic receipts.	Percentage of net traffic receipts to capital at charge.	Interest charges.	Percentage of interest charges to capital at charge.	Surplus.
1936-37	31,06	4·1	29,39	3·9	1,45
1937-38	32,07	4·3	29,26	3·9	2,76
1938-39	30,44	4·0	29,30	3·9	1,37
1939-40	32,80	4·3	29,11	3·8	4,33
1940-41	**46,29**	**6·1**	**28,68**	**3·8**	**18,46**

19. Operating ratio of State-owned railways.—The operating ratio of State-owned railways, *i.e.*, the ratio of working expenses to gross traffic receipts was 47·4 per cent. (excluding depreciation) against 53·5 per cent. in 1939-40 and 54·5 per cent. in 1938-39. The ratio (including depreciation) was 58·6 per cent. against 66·4 per cent. in the previous year and 67·8 per cent. in 1938-39. The decrease in operating ratio is primarily due to increase in gross receipts.

20. Traffic Receipts.—During the year under review, there was an increase over last year under all the heads of traffic receipts as shown below :—

(Crores of rupees.)

	1939-40.	1940-41.
Passenger earnings	27·78	**31·12**
Other coaching earnings	5·41	**7·36**
Goods earnings	68·08	**76·77**
Sundry earnings	2·26	**2·57**
Suspense	—0·79	**—0·24**
Total	102·74	**117·58**
Less:—		
Earnings of worked lines	5·09	**5·64**
Net	97·65	**111·94**

The total increase including 55 lakhs in the earnings of worked lines was 14·84 crores, 3·34 crores under passenger traffic, 1·95 crores under other coaching traffic, 8·69 crores under goods traffic and 86 lakhs under miscellaneous traffic. The net increase in the traffic receipts of State-owned lines was 14·29 crores.

20.1. The increase under passenger earnings was under all classes. Figures are not available for State-owned railways alone. The figures for Class I Railways which can be taken as sufficiently representative are given below :—

(In lakhs of rupees.)

	1939-40.	1940-41.
First class	68	**86**
Second class	1,32	**1,54**
Intermediate class	1,27	**1,43**
Third class	25,73	**28,66**
Total	29,00	**32,49**

20.2. Under goods earnings, all the commodities showed increase, except rice, fodder, jute, gram, pulses and other grains. The detailed figures of tonnage and earnings from the principal commodities will be found at page 23.

21. Traffic earnings of individual Railways.—The statement below compares the earnings of individual railways with those in 1939-40, under the principal heads :—

(In lakhs of rupees.)

Railways	Year.	Traffic earnings.			Sundry earnings.	Suspense.	Total.	Deduct earnings of worked lines.	Net total—State-owned railways.
		Passenger.	Other.	Goods.					
State railways worked by State.									
Eastern Bengal	1939-40	2,14	36	3,56	31	—3	6,34	15	6,19
	1940-41	2,31	39	3,87	36	—4	6,89	16	6,73
East Indian	1939-40	5,25	78	15,11	42	—22	21,34	5	21,29
	1940-41	5,81	1,02	17,03	56	—6	24,36	..	24,36
North Western	1939-40	4,64	1,02	10,83	41	2	16,92	57	16,35
	1940-41	5,65	1,42	12,17	43	—6	19,61	59	19,02
Great Indian Peninsula	1939-40	3,40	1,20	9,35	28	—5	14,18	63	13,55
	1940-41	3,89	1,92	11,31	34	—20	17,26	70	16,56
State railways worked by Companies.									
Assam Bengal	1939-40	76	9	1,20	8	1	2,14	14	2,00
	1940-41	81	10	1,27	5	3	2,26	15	2,11
Bengal Nagpur	1939-40	1,67	34	8,90	13	—22	10,82	2	10,80
	1940-41	1,79	47	9,69	14	6	12,15	2	12,13
Bezwada & Dhond Kurnool	1939-40	3	1	11	..	..	15	..	15
	1940-41	3	1	11	..	..	15	..	15
Bombay, Baroda & Central India.	1939-40	3,97	71	7,98	21	—14	12,73	62	12,11
	1940-41	4,41	96	9,20	24	—1	14,80	72	14,08
Jodhpur	1939-40	16	2	26	1	—5	40	4	36
	1940-41	17	2	27	..	2	48	3	45
Lucknow-Bareilly (B. & K.)	1939-40	27	3	44	3	—1	76	33	43
	1940-41	32	4	54	4	1	95	41	54
Madras & Southern Mahratta.	1939-40	2,03	45	5,32	12	—5	7,87	27	7,60
	1940-41	2,20	56	5,48	13	1	8,38	24	8,14
South Indian	1939-40	2,05	26	3,05	15	—6	5,45	25	5,20
	1940-41	2,14	29	3,57	15	—1	6,14	29	5,85
Tirhoot (B. & N. W.)	1939-40	1,41	14	1,97	11	1	3,64	2,02	1,62
	1940-41	1,59	16	2,26	13	1	4,15	2,33	1,82
Total	1939-40	27,78	5,41	68,08	2,26	—79	1,02,74	5,09	97,65
	1940-41	31,12	7,36	76,77	2,57	—24	1,17,58	5,64	1,11,94

22. Ordinary working expenses.—A comparison of working expenses of each railway with that of the previous year under the various Abstracts is given below :—

(In lakhs of rupees.)

Railways.	Maintenance of structural works.	Maintenance and Supply of loco. power.	Maintenance of carriage and wagon stock.	Maintenance of ferry steamers and harbours.	Expenses of Traffic Department.	Expenses of General Department.	Miscellaneous Expenses.	Electric Service Department.	Suspense.	Total.	Deduct Recoveries from worked lines.	Net total—State-owned Railways.
State railways worked by State.												
E. B.—												
1939-40	1,20	1,09	44	5	97	32	39	21	1	4,68	7	4,61
1940-41	71	1,19	46	5	90	33	40	21	..	4,25	7	4,18
E. I.—												
1939-40	1,42	3,40	1,21	2	2,27	76	97	58	—1	10,62	2	10,60
1940-41	1,50	3,58	1,24	2	2,23	77	93	63	—6	10,94	..	10,94
G. I. P.—												
1939-40	96	2,14	72	..	1,27	44	57	1,11	—1	7,20	32	6,88
1940-41	96	2,33	74	..	1,50	45	59	88	—1	7,44	35	7,09
N. W.—												
1939-40	1,25	3,59	1,05	..	1,56	31	70	55	..	9,51	31	9,20
1940-41	1,22	3,87	1,19	..	1,57	32	73	50	3	9,93	31	9,62
State railways worked by Companies.												
A. B.—												
1939-40	27	36	11	5	20	11	10	7	—2	1,25	7	1,18
1940-41	26	35	11	4	20	11	10	7	6	1,30	7	1,23
B. N.—												
1939-40	93	1,88	89	7	1,13	44	58	26	—2	6,11	2	6,09
1940-41	89	1,93	85	7	1,12	43	55	28	2	6,14	2	6,12
Bezwada and D. K.—												
1939-40	1	2	1	..	1	1	1	..	..	7	..	7
1940-41	1	2	1	..	2	1	1	..	..	8	..	8
B. B. & C. I.—												
1939-40	79	2,05	72	..	1,11	48	47	55	—2	6,15	35	5,80
1940-41	74	2,18	74	..	1,11	49	54	59	2	6,41	38	6,03
Jodhpur Hyderabad—												
1939-40	4	7	2	..	4	1	4	1	1	24	2	22
1940-41	4	7	2	..	3	2	4	1	—1	22	2	20
Lucknow-Bareilly—												
1939-40	6	12	3	..	4	4	1	1	..	31	13	18
1940-41	6	13	3	..	7	4	2	1	—1	35	15	20
M. & S. M.—												
1939-40	52	1,61	34	..	63	31	35	20	..	3,96	16	3,80
1940-41	55	1,56	34	..	62	31	35	21	—1	3,93	13	3,80
S. I.—												
1939-40	44	1,26	17	3	47	25	29	19	—2	3,08	18	2,90
1940-41	43	1,17	17	4	53	25	29	19	..	3,07	20	2,87
Tirhoot (B. & N. W.)—												
1939-40	24	49	13	7	35	13	8	7	3	1,59	87	72
1940-41	26	50	13	8	35	13	9	7	—5	1,56	91	65
Miscellaneous—												
1939-40	..	..	..	..	..	..	..	..	1	1	..	1
1940-41	..	..	..	..	..	..	..	..	..	..	..	..
Total—												
1939-40	8,13	18,68	5,84	29	10,05	4,11	4,51	3,81	—4	54,78	2,52	52,26
1940-41	7,63	18,88	6,13	30	10,25	4,16	4,64	3,65	—2	55,62	2,61	53,01

23. Losses and gains.—The statement below compares the net gain or loss on each railway with the previous year. For the purpose of calculating the gain or loss, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the appropriation to the depreciation fund and not the actual expenditure on renewals and replacements which is taken into account in the Companies' own accounts.

(In lakhs of rupees.)

—	E. B. R.	E. I. R.	G. I. P.	N. W. (Commercial.)	N. W. (Strategic.)	A. B. R.	B. N. R.	B., B. & C. I. R.	M. & S. M. R.	S. I. R.	Lucknow-Bareilly.	Tirhoot.
1939-40 . .	—1,21	2,34	62	77	—1,81	—54	19	2,18	55	—20	10	31
1940-41 . .	—24	5,10	3,53	2,81	—1,52	—46	1,49	3,93	1,11	48	18	58

24. Effect of the war on earnings and expenditure.—The primary effect of the war was a large increase in military traffic and in traffic in the commodities used for war purposes. The shortage of shipping for coastal traffic diverted to rail traffic that would normally have been carried by sea. The increase in the cost of petrol and other motor accessories also resulted in the diversion of considerable traffic from road to rail. The difficulty in obtaining necessary industrial products from abroad gave a stimulus to indigenous industries and resulted in a large movement of traffic in products of Indian manufacture. On the other hand, the loss of the European continental markets for the export of certain commodities had an adverse effect on railway earnings. The net result was, however, a very substantial increase in earnings, which were about 112 crores against 97⅔ crores in 1939-40. The increase of 14⅓ crores, however, included approximately 7 crores on account of enhancement in rates and fares introduced from 1st March 1940.

As a result of the increase in traffic, there was also an increase in the working expenses of the railways. The rise in the prices of stores, employment of additional police for the protection of railway property and the adoption of measures for protection from air raids also resulted in an increase in expenditure. The increase in the cost of living necessitated the grant of a war dearness allowance to low paid staff, but as the orders which had effect from the 1st September 1940 could not be issued before the latter half of March 1941, there was very little actual expenditure on this account in the year under report. Similarly, there was less expenditure on works due to a shortage of materials.

25. Works Expenditure.—The statement below compares the total expenditure of State-owned railways on works and purchase of stores with the last four years and shows separately the expenditure on new construction, open line works and the purchase of railways.

(In lakhs of rupees.)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total Capital.	Depreciation Fund.	Total Works Expenditure.
1936-37	..	50	..	50	7,45	7,95
1937-38	—5	61	—4	52	7,99	8,51
1938-39	6	2,27	..	2,33	7,09	9,42
1939-40	30	2,86	1,32	4,48	6,53	11,01
1940-41	1	16	2,14	2,31	7,19	9,50

26. Analysis of Financial results of working.—An analysis of the financial results of the working of the railways owned by the State is given in the following statement for 1939-40 and 1940-41 :—

(Figures in thousands of rupees.)

Railways.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payments to worked lines.	Net Receipts.	Percentage of Net Receipts on capital at charge.	CHARGE AGAINST NET REVENUE RECEIPTS. Payment on account of share of Surplus Profits.	CHARGE AGAINST NET REVENUE RECEIPTS. Interest charges.	Gain.	Loss.
N. W.—					State Lines Managed by State.							
1939-40	1,48,44,96	..	1,48,44,96	16,92,39	11,96,47	27,85	4,68,07	3·2	..	5,72,26	..	1,04,19
1940-41	1,47,91,78	..	1,47,91,78	19,60,73	12,40,81	28,86	6,91,06	4·7	..	5,41,55	1,49,51	..
E. B.—												
1939-40	51,76,42	..	51,76,42	6,33,60	5,54,53	7,75	71,32	1·4	..	1,92,04	..	1,20,72
1940-41	53,89,62	..	53,89,62	6,88,89	5,11,12	8,01	1,69,76	3·1	..	1,94,20	..	24,44
E. I.—												
1939-40	1,49,58,04	..	1,49,58,04	21,33,33	13,09,56	3,37	8,20,40	5·5	..	5,86,84	2,33,56	..
1940-41	1,50,52,97	..	1,50,52,97	24,35,52	13,43,22	..	10,92,30	7·3	..	5,82,68	5,09,62	..
G. I. P.—												
1939-40	1,14,21,13	..	1,14,21,13	14,17,82	9,10,35	35,42	4,72,05	4·1	..	4,10,14	61,91	..
1940-41	1,12,90,93	..	1,12,90,93	17,26,65	9,34,08	39,68	7,52,89	6·7	..	4,00,36	3,52,53	..
					State Lines Managed by Companies, etc.							
B. N.—												
1939-40	77,96,23	6,82,29	71,13,94	10,82,10	7,41,03	1,14	3,39,93	4·4	17	3,20,19	19,57	..
1940-41	78,52,55	6,82,29	71,70,26	12,14,63	7,44,60	1,13	4,68,31	6·0	6,69	3,13,26	1,48,36	..
B., B. & C. I.—												
1939-40	74,25,33	5,49,00	68,76,33	12,72,99	7,39,15	26,86	5,06,98	6·8	(a)18,89	2,70,32	2,17,77	..
1940-41	74,28,39	5,49,00	68,79,39	14,80,17	7,65,33	33,54	6,81,30	9·2	(a)21,67	2,66,37	3,93,26	..
M. & S. M.—												
1939-40	53,40,20	6,59,33	46,80,87	7,87,47	4,84,75	11,64	2,91,08	5·5	10,18	2,25,40	55,50	..
1940-41	53,50,62	6,59,33	46,91,29	8,37,86	4,82,19	11,17	3,44,50	6·4	11,92	2,21,18	1,11,40	..
S. I.—												
1939-40	46,24,81	5,64,76	40,60,05	5,45,26	3,85,16	6,94	1,53,16	3·3	3,19	1,70,17	..	20,20
1940-41	46,41,27	5,64,76	40,76,51	6,13,98	3,84,74	9,49	2,19,75	4·7	5,26	1,66,56	47,93	..
Other Railways—												
1939-40	42,74,43	4,33,73	38,40,70	7,08,68	4,15,26	1,44,89	1,48,53	3·5	2,94	1,63,52	..	17,93
1940-41	42,94,74	4,33,73	38,61,01	7,99,39	4,19,70	1,77,06	2,02,63	4·7	4,10	1,61,62	36,91	..
Interest on Dep: and Reserve Fund Balances—												
1939-40	..	..	..	1,27,48	..	..	1,27,48	..	..	..	1,27,48	..
1940-41	..	..	..	1,59,56	..	..	1,59,56	..	..	..	1,59,56	..
Net Misc. Receipts and Charges not attributable to any one railway—												
1939-40	..	..	..	..	..	..	..	..	..	..	..	(b)19,56
1940-41	..	..	..	..	..	..	..	..	..	..	..	(b)18,21
Total Central—												
1939-40	7,58,61,55	28,89,11	7,29,72,44	1,04,01,12	67,36,26	2,65,86	33,99,00	4·5	35,37	29,10,88	4,33,19	..
1940-41	7,60,92,87	28,89,11	7,32,03,76	1,19,17,38	68,25,88	3,08,94	47,82,56	6·3	49,64	28,67,28	18,46,43	..
Provincial Railways—												
1939-40	..	..	..	(c)14	..	..	14	..	..	..	14	..
1940-41	..	..	..	..	..	..	..	..	..	..	..	..
N. W. (Comm.)—												
1939-40	1,14,63,25	..	1,14,63,25	15,53,04	10,07,02	27,85	5,18,17	4·5	..	4,41,65	76,52	..
1940-41	1,14,14,64	..	1,14,14,64	17,87,45	10,43,28	28,86	7,15,31	6·3	..	4,34,15	2,81,16	..
Non-Comm. (Strategic) N. W.—												
1939-40	33,81,71	..	33,81,71	1,39,35	1,89,45	..	—50,10	—1·5	..	1,30,61	..	1,80,71
1940-41	33,77,14	..	33,77,14	1,73,28	1,97,53	..	—24,25	—0·7	..	1,27,40	..	1,51,65

	1939-40.	1940-41.
(a) Includes payments to Jaipur Durbar	7,66	8,67
(b) Includes recoveries from Travancore Durbar	52	27

(c) Represents figures on account of Subsidized Companies.

B.—*General results of working of all Indian Railways.*

27. Traffic and Mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below:—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(i) Total route mileage	1936-37	36,125	4,943	41,068
	1937-38	36,134	4,942	41,076
	1938-39	36,573	4,561	41,134
	1939-40	36,557	4,559	41,116
	1940-41	**36,393**	**4,659**	**41,052**
(ii) Number of passengers originating (in thousands).	1936-37	454,743	34,863	489,606
	1937-38	483,933	37,352	521,285
	1938-39	499,143	31,480	530,623
	1939-40	499,072	30,603	529,675
	1940-41	**542,351**	**33,372**	**575,723**
(iii) Number of passenger miles (in thousands).	1936-37	16,950,704	833,982	17,784,686
	1937-38	17,933,580	913,666	18,847,246
	1938-39	17,987,655	755,138	18,742,793
	1939-40	17,793,479	728,573	18,522,052
	1940-41	**19,126,357**	**806,799**	**19,933,156**
(iv) Tons originating (in thousands)	1936-37	78,444	3,962	82,406
	1937-38	83,121	4,168	87,289
	1938-39	84,367	3,994	88,361
	1939-40	88,360	3,819	92,179
	1940-41	**89,231**	**3,549**	**92,780**
(v) Number of ton-miles (in thousands).	1936-37	20,525,770	263,367	20,789,137
	1937-38	22,479,591	298,249	22,777,840
	1938-39	21,877,949	280,891	22,158,840
	1939-40	23,191,528	300,936	23,492,464
	1940-41	**24,986,806**	**301,696**	**25,288,502**

NOTE.—With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results from 1937-38 may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results for the year 1936-37. The true figures for all Indian Railways (including Burma) for the year 1936-37 may be found in the report for 1936-37.

28. Analysis of earnings.—The total earnings of all railways, including those in which the Government of India have no financial interest amounted to Rs. 126·36 crores, of which Rs. 81·48 crores or 64·5 per cent. were from goods traffic, Rs. 34·14 crores or 27·0 per cent. from passenger traffic and Rs. 10·74 crores or 8·5 per cent. from parcels, luggage and other miscellaneous sources of revenue.

28.1. Passenger earnings.—Passenger earnings increased by about 12 per cent. from Rs. 30·47 to Rs. 34·14 crores. The following table shows the numbers of and earnings from passengers separately for each class, for the four years prior to the great war (1914-18) and for the last seven years. Graphs showing the number of passengers carried and the passenger miles by classes from 1923-24 are also included :—

[Excluding Burma Railways.]

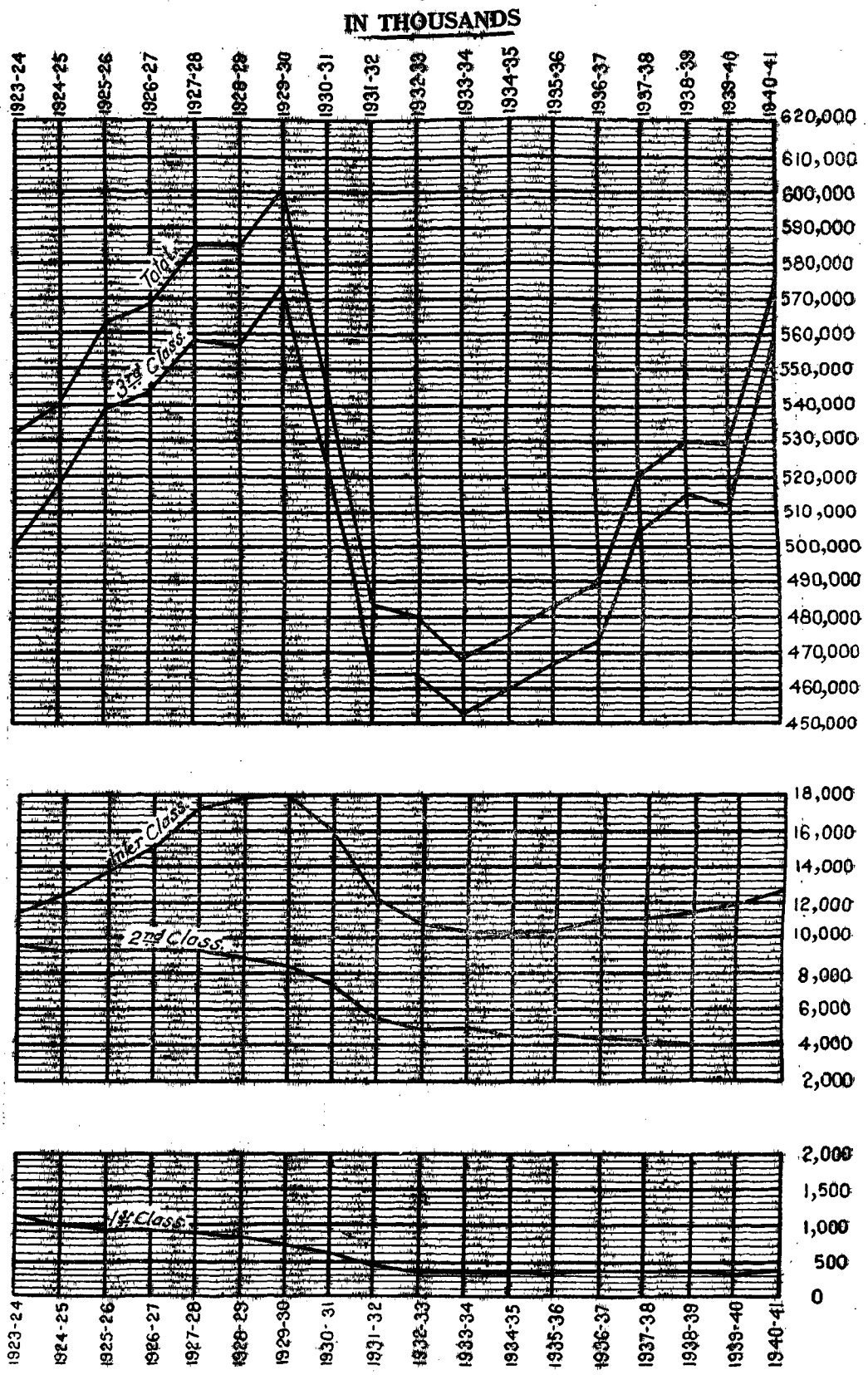
Year.	No. of passengers carried (in thousands).						Earnings from passengers (in thousands of rupees).					
	1st class.	2nd class.	Intermediate class.	3rd class.	Season and Vendors' tickets.	Total.	1st class.	2nd class.	Intermediate class.	3rd class.	Season and Vendors' tickets.	Total.
1910 . .	630	2,617	10,702	294,908	23,943	332,800	55,82	74,12	94,99	13,90,22	15,58	16,30,73
1911 . .	647	2,775	11,409	308,458	25,215	348,504	63,31	80,60	1,08,88	14,92,49	16,56	17,61,84
1912 . .	640	2,840	10,508	331,820	26,320	372,128	59,83	79,84	91,37	16,13,25	17,23	18,61,52
1913-14 .	649	3,029	12,000	362,787	29,362	407,827	65,50	84,56	1,03,48	17,43,30	18,92	20,15,76
1934-35 .	381	4,563	10,316	460,595	*	475,855	74,00	1,36,88	1,11,92	26,23,75	*	29,46,55
1935-36 .	361	4,498	10,469	467,804	*	483,132	75,21	1,41,07	1,11,35	26,36,49	*	29,64,12
1936-37 .	389	4,329	11,085	473,803	*	489,606	78,26	1,42,09	1,14,54	26,02,32	*	29,37,21
1937-38 .	397	4,217	11,324	505,347	*	521,285	79,16	1,44,40	1,22,17	27,62,69	*	31,08,42
1938-39 .	385	4,037	11,376	514,825	*	530,623	77,09	1,39,20	1,23,01	27,34,10	*	30,73,40
1939-40 .	355	3,959	11,838	513,523	*	529,675	69,19	1,36,14	1,27,91	27,14,01	*	30,47,25
1940-41 .	381	4,152	12,701	558,489	*	575,723	86,61	1,59,02	1,44,46	30,24,02	*	34,14,11

* The number of season and vendors' tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—(i) In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways or two or more gauges of the same railway were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for " number of passengers carried " in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24, the figures of pre-war years have been modified.

(ii) With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board. Therefore, in order that the results for 1937-38 and after may be comparable with preceding years, figures in respect of the Burma Railways have been excluded from the results for 1936-37 and preceding years. The true figures for all Indian Railways (including Burma) for 1936-37 and the preceding years may be found in the Report for 1936-37.

NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS
(EXCLUDING THE BURMA RAILWAYS).

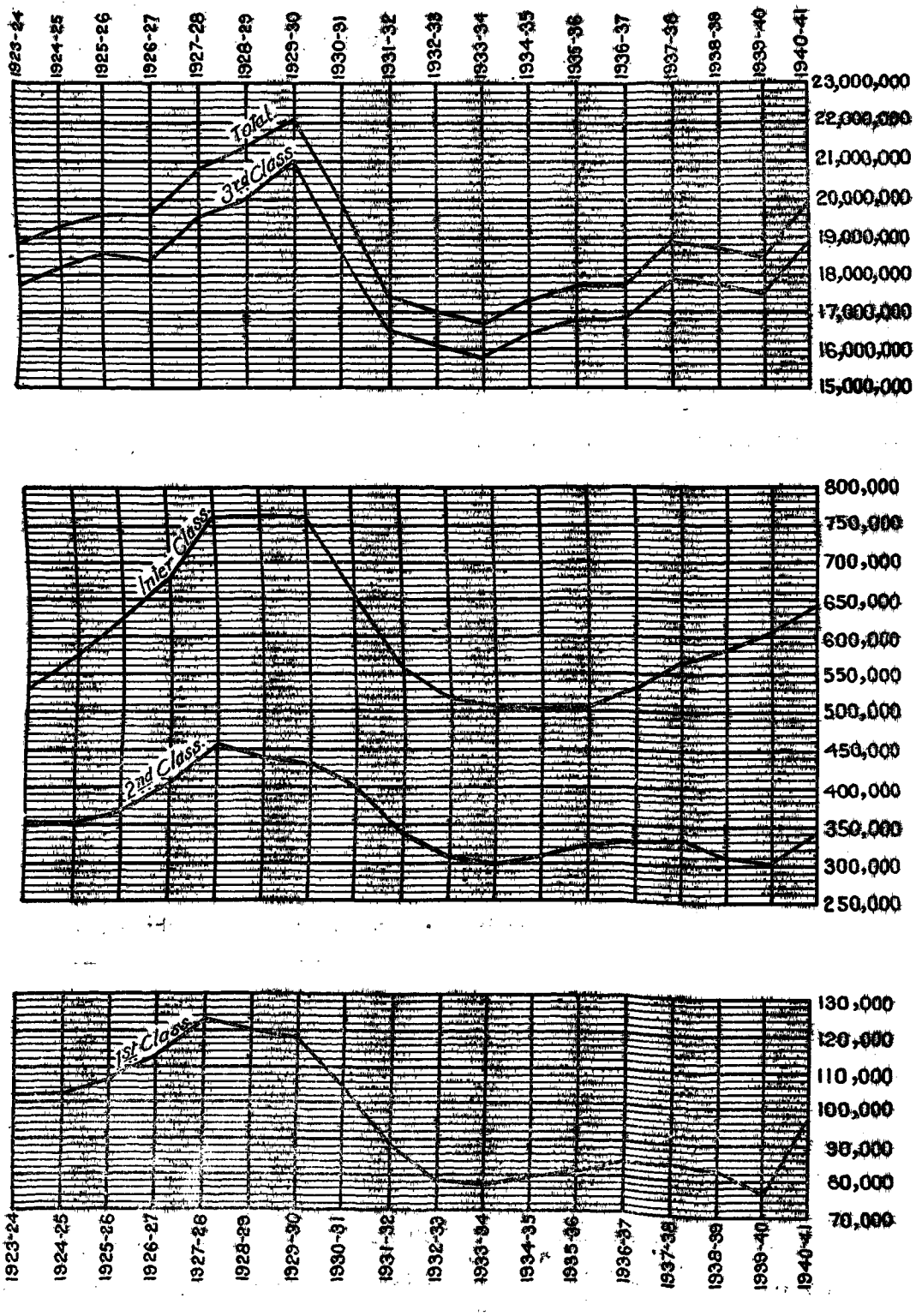


NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figures relating to the Burma Railways have been excluded from all the years.

NUMBER OF PASSENGER MILES ON INDIAN RAILWAYS

(EXCLUDING THE BURMA RAILWAYS).

IN THOUSANDS



NOTE.—With effect from 1937-38 the Burma Railways are no longer under the control of the Indian Railway Board. Therefore for purposes of comparison, figure relating to the Burma Railways have been excluded from all the years.

As compared with 1939-40, the number of passengers carried on Class I Railways increased by about 45 millions and earnings by Rs. 349 lakhs. The following statement shows the variations on each railway:—

(Figures in thousands).

Railway system.	Variation as compared with 1939-40. Passengers carried.	Earnings.
	No.	Rs.
Assam Bengal	+1,389	+5,31
Bengal and North-Western	+2,865	+19,52
Bengal Nagpur	+1,614	+12,37
Bombay, Baroda and Central India	+8,079	+44,06
Eastern Bengal	+2,954	+15,22
East Indian	+4,842	+56,67
Great Indian Peninsula	+5,231	+48,97
Jodhpur	+530	+5,59
Madras and Southern Mahratta	+965	+17,13
Mysore State	+313	+2,22
H. E. H. the Nizam's State	+16	+6,80
North Western	+14,073	+1,00,48
Rohilkund and Kumaon	+1,048	+5,22
South Indian	+1,237	+9,36
Total	+45,156	+3,48,92

All Railways registered a substantial improvement both in the number of passengers carried and earnings therefrom. The increase in the number of passengers is largely due to movements of military personnel. The traffic on civilian account also showed some improvement, the factors contributing to this increase being:—

(1) brisker trade activities;

(2) larger traffic to summer resorts in India consequent on virtual stoppage of visits abroad on holiday or business; and

(3) increased costs of road motor transport resulting in diversion of road traffic to the rail.

The increase in earnings is partly due to increased traffic and partly to the supplementary charge which was in force throughout this year as compared with only one month of the previous year.

28.2. Goods earnings.—The earnings from goods traffic on all railways increased by Rs. 892 lakhs. There were appreciable increases under fuel (mainly coal), military traffic, sugar, refined and unrefined, cotton manufactured, provisions, molasses, cotton raw, iron and steel wrought, wheat, wood unwrought and salt, while rice and fodder decreased considerably.

The tonnage of, and earnings from, the principal commodities carried by Class I Railways during 1940-41 as compared with 1939-40, are shown in the statement below :—

Commodity.	1939-40.		1940-41.		Increase (+) Decrease (—) in earnings.
	No. of tons originating (millions).	Rs. (crores).	No. of tons originating (millions).	Rs. (crores).	Rs. (lakhs).
Increase.					
Fuel for the public and foreign railways	24·19	12·90	24·61	14·42	+152
Military traffic	0·43	0·45	1·48	1·53	+108
Sugar, refined and unrefined	0·81	1·33	1·10	2·08	+75
Cotton manufactured	0·73	2·61	0·83	3·25	+64
Provisions	1·32	3·29	1·43	3·81	+52
Molasses	0·79	1·07	1·01	1·59	+52
Cotton raw	1·07	3·17	1·10	3·50	+33
Iron & steel wrought	1·54	2·89	1·64	3·22	+33
Wheat	1·85	2·54	1·97	2·87	+33
Wood unwrought	1·32	0·93	1·64	1·24	+31
Salt	1·49	2·04	1·48	2·25	+21
Tobacco	0·33	0·89	0·36	1·08	+19
Kerosine oil	0·80	1·59	0·76	1·71	+12
Marble and stone	2·70	0·94	2·72	1·03	+9
Oilseeds	2·44	3·34	2·27	3·38	+4
Livestock	0·19	0·56	0·18	0·58	+2
Fruits and vegetables fresh	4·47	1·53	3·81	1·55	+2
Metallic ore	3·99	1·51	4·05	1·52	+1
Materials and stores on revenue account	14·06	3·12	13·99	3·13	+1
Petrol	0·33	1·16	0·32	1·17	+1
Manures	0·27	0·18	0·30	0·19	+1
Other commodities	10·68	12·45	10·94	15·21	+276
Decrease.					
Rice	3·89	3·60	3·16	3·06	—54
Fodder	1·33	0·97	1·02	0·70	—27
Gram and pulse and other grains	2·70	3·51	2·68	3·44	—7
Jute raw	1·04	1·22	0·95	1·16	—6
Railway materials	3·60	0·52	3·43	0·47	—5
TOTAL	88·38	70·31	89·23	79·14	+883

While the increase in the tonnage originating was under 1 per cent., the increase in earnings was about 12·5 per cent. The relatively high increase in the latter is partly the result of freight increases of 12½ per cent. which, as in the case of passenger traffic, were in operation for a whole year instead of for one month in the previous year, and partly of the increased lead of traffic which, for all commodities, showed an appreciable increase. The increase in the lead of traffic was largely accounted for by the diversion of traffic between coastal ports to the all-rail route.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

29. Capital Expenditure.—At the end of March 1941, the total capital at charge on all railways, including those under construction, amounted to Rs. 853·78 crores, of which Rs. 760·93 crores was capital at charge on State-owned railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 92·85† crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned railways is composed as follows :—

	£
Liability and debt incurred in purchase of railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	—29,284,941
Net amount outstanding	120,821,689*
	Rs. (omitting 000)
Direct expenditure by Government	5,99,83,91
The above sterling figure converted into rupees . .	1,61,08,96*
Grand Total .	7,60,92,87

By far the greater portion of this amount, namely Rs. 732,03,76,000 is Government capital and only 1-25th or Rs. 28,89,11,000 is owned by Companies, etc. These figures include Rs. 33,77,14,000 on account of capital expenditure to the end of March 1941, on strategic lines.

29.1. The total capital outlay on all railways during 1940-41 was Rs. 3·36 crores, of which Rs. 2·31 crores were spent on State-owned railways. The following statement shows how this outlay of Rs. 2·31 crores was distributed between open line works, rolling-stock and new line; similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14§	9·30	7·31	16·61	1·86	18·47
1936-37 { including Burma .	1·08	—0·80	0·28	..	0·28
1936-37 { excluding Burma .	1·16	—0·66	0·50	..	0·50
1937-38	0·63	—0·06	0·57	—0·05	0·52
1938-39	1·78	0·49	2·27	0·06	2·33
1939-40	2·89	0·89	3·78	0·70	4·48
1940-41	1·89	0·41	2·30	0·01	2·31

* £2,575,000 representing share capital of the Great Indian Peninsula Railway paid off during 1925-26 has been converted at the average rate of exchange for that year and the balance of £118,246,689 at the rate of 1*s.* 6*d.* to the rupee.

† Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.

§ Includes Burma.

NOTE.—A part of the capital expenditure on Provincial railways (14,61) shown separately in previous years has been included under direct expenditure by Government (13,22) and the balance (1,39) representing expenditure on a siding has been omitted.

29.2. The distribution of the capital outlay in 1940-41 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs.)

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur . . .	49	7	56	..	56
Bombay, Baroda and Central India	—2	5	3	..	3
Eastern Bengal . .	1,85	28	213	..	2,13
East Indian	61	14	75	..	75
Great Indian Peninsula . .	—1,14	—7	—1,21	..	—1,21
Madras and Southern Mahratta .	9	1	10	..	10
North Western . .	—33	—10	—43	1	—42
South Indian	16	1	17	..	17
Other Indian railways . .	18	2	20	..	20
Total .	1,89	41	2,30	1	2,31

30. Mileage of lines opened during 1940-41.—224·54 miles of railways were opened to public traffic during the year as under :—

	Miles.
5′ – 6″ gauge	92·41
3′ – 3⅜″ gauge	132·13
Total .	224·54

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Sind Right Bank Feeders—					
(i) Broad gauge conversion (N. G. to B. G.) Larkana to Sibra Shahdad Kot.	5′ 6″	32·16	State . .	North Western Railway.	29th July 1940.
(ii) New line ; Sibra Shahdad Kot to Jacobabad.	5′ 6″	51·82	Do. . .	Do. .	
Cochin Railway Extension and Harbour Railway (Idappalli Ernakulam Extension).	5′ 6″	8·43	Indian State .	South Indian Railway.	1st October 1940.
Total .	..	92·41			
Phalodi-Pokaran . . .	3′ 3⅜″	35·48	Indian State .	Jodhpur Railway	27th July 1940.
Sagara-Talaguppe . . .	3′ 3⅜″	9·51	Do. .	Mysore State Railway.	10th November 1940.
Mohindargarh-Rewari . .	3′ 3⅜″	30·76	Do. .	Bikaner State Railway.	24th February 1941.
Sikar to Fatehpur section of Sikar-Bissau Extension.	3′ 3⅜″	29·37	Do. .	Jaipur State Railway.	*6th April 1940.
Hadmatia Dhrol-Jodiya extension.	3′ 3⅜″	27·01	Do. .	Jamnagar Dwarka	3rd October 1940.
Total .	..	132·13			

*For passenger traffic only.

The construction of the remaining section of the Mudkhed to Adilabad line of the Nizam's State Railway was suspended due to war conditions.

31. Mileage of lines sanctioned in 1940-41.—No new line was sanctioned for construction.

32. Surveys.—Due to the paucity of material available for construction and other difficulties brought about by the war, very few surveys came up for consideration during the year under review. At the instance of the Mysore Government, however, the South Indian Railway was instructed in August, to take in hand the traffic survey of the Chamarajangar-Satyamangalam-Mettupalaiyam Railway, at the cost of that Government. The intention of the Mysore Government was to collect all the necessary preliminary data which would facilitate the work being taken in hand as soon as conditions permitted.

33. Lines under Construction during 1940-41.—All the lines on which construction was actively pursued during the year are reported under the heading of " Lines opened during 1940-41 ". No new construction was undertaken and it was necessary to suspend work on the Mudkhed-Adilabad construction, after considerable progress had been made on the earth and masonry work, as reported in the review for the year 1939-40.

34. Lines opened during 1940-41.

34.1. Sind Right Bank Feeder.—As foreshadowed in last year's report, the progress made on this important scheme enabled its opening for traffic throughout its entire length of about 84 miles on the 29th July 1940. The line is intended to provide adequate facilities for the transport of agricultural produce from the newly-irrigated areas on the right bank of the Indus.

34.2. Cochine Railway Extension and Harbour Railway.—This line, though constructed during the previous year, was not opened for traffic pending the completion of the line within the port area. As the latter was completed during the year, the entire length of 8·43 miles was formally opened on 1st October 1940.

34.3. Phalodi-Pokaran.—This line of 35·48 miles which serves the important town of Pokaran, was completed by the Bikaner Durbar and opened for all kinds of traffic on the 27th July 1940.

34.4. Sagara-Talaguppe.—This line, though started in June 1938, was only completed and opened for traffic on 10th November 1940, due in great measure to the difficulties experienced in the receipt of permanent way and other materials. It is an enterprise of the Mysore State and though less than 10 miles long, will open up an undeveloped and backward tract of country and also form a cheap means of transport for the materials required in connection with the Hydro-Electric Scheme.

34.5. Mohindargarh-Rewari.—This line of over 30 miles forms the third and last section of the scheme for a railway on the metre gauge from Sadulpur to Rewari. The first two sections aggregating 56·44 miles were opened in February 1939, and the last on 4th February 1941, making a total length of over 87 miles. The construction was carried out by the Bikaner State Railway.

34.6. Sikar-Fatehpur.—As reported last year, work was deferred on a length of 18·62 miles out of a sanctioned total of 47·88 miles of a scheme for a railway from Sikar to Bissau. The section Sikar to Fatehpur, 29·37 miles, was however, pushed on with and the line was opened for passenger traffic only on 6th April 1940. The line was constructed by the Jaipur State Railway.

34.7. Hadmatia-Jodiya.—Progress on this line of 27·01 miles has been much slower than was anticipated when it was approved for construction in August 1938. The line was, however, finally completed and opened for traffic by the Jamnagar and Dwarka Railway Administration on 3rd October 1940.

It serves an area covering 32 villages and towns and affords an outlet to Jodiya, an important sea town which with the advent of the railway is likely to become an important centre of sea-borne trade.

35. Lines closed during 1940-41.—Apart from the lines referred to in paragraph 14 of Chapter I, no other lines were closed during the year under review.

36. Open Line Improvements.—The programme of open line works consisted mainly of improvements of signalling arrangements, shifting of ghat stations, additional workshops and line facilities, improved water supply and additional hospital facilities as detailed below:—

36.1. Provision of Lock and Block System of working on the Grand Chord between Sitarampur and Moghalsarai.—As a result of experience and arising out of the very heavy traffic on the Grand Chord section of the East Indian Railway, it was found that the arrangement by which the block instruments were not interlocked electrically with the position of the starter signal controlling the entrance of a train into a block section had led to cases of breach of block where either " line clear " had been given for a second train before the first train had cleared the block section or the station in the rear had failed to restore the last stop signal to danger. As a result of a series of such cases of breach of block culminating in a serious accident at Dehri-on-Sone on 24th April 1939, the whole situation was reviewed and it was decided that lock and block working combined with track circuiting should be introduced on the Grand Chord between Sitarampur and Moghalsarai. The work was sanctioned at an estimated cost of Rs. 5,00,854 in February 1941.

36.2. Replacement and improvement of worn out Signalling and Interlocking including isolation on the Khurda Road—Waltair section.—In pursuance of the Railway Board's instructions the Bengal Nagpur Railway have been working stage by stage for some years past in pursuance of a programme of isolation of the main lines. An estimate amounting to Rs. 6,74,137 of the cost of this work was sanctioned in June 1940.

36.3. Shifting Sarisabari station from its present site.—There was a severe cutting in near Sarisabari due to an encroachment of the Brahmaputra river and in order to keep the Jagannathganj Ghat open during and after the floods of 1940-41, preparations had to be made to pull back the ghat into Sarisabari station limits and to shift Sarisabari station itself from its original site. These works were sanctioned at an estimated cost of Rs. 4,73,707 in December 1940.

36.4. New high level ghat at Tistamukh Ghat.—Owing to the almost complete silting up of the channels the high level ghat sites at Tistamukh Ghat on the Brahmaputra became untenable and it was found necessary to complete a new high level approach bank and a high level ghat about 5 miles down-stream of the old Futchari station (Tistamukh Ghat). The work was sanctioned at an estimated cost of Rs. 3,66,923 in July 1940.

36.5. Shifting of ghats at Bahadurabad to new sites.—The regime of the Brahmaputra river after the 1940 monsoon was changing in the vicinity of Bahadurabad ghat station and local silting was taking place at the confluence of down-stream channels. These necessitated the immediate provision of new facilities to suit both monsoon and cold weather conditions. An estimate amounting to Rs. 3,57,702 of the cost of shifting of the low level ghat about 4 miles down-stream of the existing one for cold weather and of the high level ghat to a site about 2 miles down-stream of the existing one for monsoon was sanctioned in March 1941.

36.6. Provision of a new ghat at Jiapari, Eastern Bengal Railway.—Due to the existing ghat at Mahadebpur on Sara-Sirajganj Railway having been silted up almost entirely, as a result of 1939 floods, it was found necessary to provide a new high level ghat at Jiapari. The work was sanctioned at an estimated cost of Rs. 1,65,247.

36.7. Establishment of two out-station Depots for repair of wagons at Abu Road and Mhow stations, Bombay, Baroda and Central India Railway.—The repair facilities in the carriage and wagon shops at Ajmer, which are the only shops available for the purpose on the metre gauge system, were inadequate to deal with the number of wagons requiring periodical overhaul, with the result that wagon stock repairs fell into arrears. Arrangement was, therefore, made for the establishment of two out-station depots at Abu Road and Mhow, at an estimated cost of about Rs. 1 lakh, for repairs of wagons on the metre gauge system.

36.8. Improved facilities for Saidpur workshops, Eastern Bengal Railway.—The existing facilities in the Saidpur workshops were inadequate and unsatisfactory for modern workshop practices, and consequently the scheduled repairs of engines were thrown into arrears. In order to ensure safety and to maintain the efficiency of the service it was essential for the arrear repairs to be carried out and to do this certain additional facilities were sanctioned in September 1940 at the Saidpur shops at an estimated cost of about Rs. 5 lakhs. These facilities include the extension of the existing stores building, additions and alterations to the existing Works Manager's Office, better lighting arrangements, provision of two electrically-driven cranes and certain works for the Mechanical Department.

36.9. Remodelling of Bezwada station yard, Madras and Southern Mahratta Railway.—Since the last remodelling of the Bezwada station yard about 20 years back, the volume of traffic offering at the yard has so considerably increased that it is impossible to deal with it without serious delays and some loss of traffic due to the necessity of imposing restrictions on booking and of diversions through other routes. To improve the existing state of affairs, sanction was accorded to a scheme, estimated to cost about Rs. 4½ lakhs, for the provision of additional reception and despatch lines and sorting grids at the Bezwada station yard.

36.10. Moghalsarai Electric Power House Remodelling, East Indian Railway.—The load at the Moghalsarai station increased considerably, chiefly due to the developments at the plant depot and in the marshalling yard. Further extra power was required at Kashi for the regirdering of the Dufferin Bridge over the Ganges. A scheme for remodelling the Power House was, therefore, sanctioned at an estimated cost of Rs. 1,21,000 in June 1940.

36.11. Augmentation of Tatanagar Water Supply, Bengal Nagpur Railway.—The source of water supply at Tatanagar for loco. purpose was a storage reservoir. Its capacity was insufficient to meet the loco. requirements and the site of reservoir did not admit of any enlargement of it. The domestic supply of water was also insufficient. A scheme for a second supply from the Khorkai river at Bagbera with an installation of a Treatment Plant was under consideration and accordingly an estimate amounting to Rs. 2,24,000 of the cost of augmentation of the Tatanagar Supply was sanctioned in April 1940.

36.12. Hospital at Sibi, North Western Railway.—Since it came into existence about ten years back, the railway hospital at Sibi has been housed in a kutcha building which is considered unsafe especially in an area which is liable to frequent earthquakes. Sanction was therefore, accorded to the provision of a new pucca building conforming to modern hospital requirements and medical staff quarters at Sibi at a total cost of Rs. 60,000.

37. Important Works Sanctioned.

37.1. Additional line facilities on the Moradabad Division, East Indian Railway.—A brief mention of this scheme was made in the report for the last year. During the year under review, sufficient progress was maintained in respect of the various works comprising this scheme. An abstract estimate for this scheme, sanctioned by the Railway Board in February 1941, amounted to about Rs. 26 lakhs. It is anticipated that all the works included in this scheme will be completed during the year 1941-42.

37.2. Second Down line between Ondal and Khana, East Indian Railway.—The necessity had long been felt for improving the existing daily capacity, which

was limited to 24 trains each way, of the section between Ondal and Khana Junction, which formed a bottle-neck of double line track between two sections, one quadruple and the other of three lines. In fact the position on occasions became so bad that the railway had to restrict the loading of goods and was unable to meet the demands made on it. A scheme, estimated to cost about Rs. 39 lakhs, was, therefore, taken in hand for the construction of an additional down line between Ondal and Khana and for certain additional facilities at stations for the up direction. The scheme was programmed to be carried out in three stages. Stage I, which comprised a second down line between Ondal and Oyaria and between Panagar and Mankar, was sanctioned in July 1940 at an estimated cost of about Rs. 19 lakhs, and is in hand.

The completion of Stage I will be followed by Stages II and III which consist of extensions of the additional line from Oyaria to Panagar and from Mankar to Khana, thus completing the provision of the third line from Ondal to Khana.

37.3. Increased facilities on the Dum-Dum Majherat section, Eastern Bengal Railway.—Serious difficulties were being experienced on the Eastern Bengal Railway in handling the traffic between Ballygunge station and the Docks as the line was quadruple up to mile 5-B, double from that point to Majherat and single from Majherat to Budge Budge. Thus the traffic originally passing on four lines to the Docks was ultimately concentrated on a single line at Majherat station. The position was further complicated by the fact that on account of a heavy gradient near mile 5-B and the consequent restrictions on line clear working, the length of the line from Ballygunge to Majherat in practice frequently became a single Block Section. The matter of improving the position became one of urgency also owing to the decision to provide increased facilities on the Ondal-Khana Section of the East Indian Railway and a proposal to close the Bengal Nagpur Railway Shalimar ferry, which together would have the effect of appreciably increasing the number of trains to be dealt with on the section.

The means adopted to improve the situation were to provide automatic signalling on the section and to eliminate the steep gradient near mile 5-B. This scheme, which is estimated to cost about Rs. 5 lakhs, is an alternative to much costlier proposals considered which entailed the addition of one and two more lines on the section.

38. Bridge Strengthening Programme.

38.1. Strengthening Protection Works at Kosi Bridge No. 2, between Kursela and Katareah stations, Bengal and North-Western Railway.—The changing course of the Kosi river between Kursela and Katareah stations formed a threat to the safety of the Kosi Bridge No. 2 and it was therefore considered essential to carry out certain works so as to strengthen the bund and present a better streamlined face to the water flow. These works which are estimated to cost about Rs. 3 lakhs include the extension of the apron of the right up stream guide bank, widening the guide bank near the right abutment and pitching round piers Nos. 1 to 8 of the bridge.

38.2. Strengthening of Bridges on the Bina-Katni section, Great Indian Peninsula Railway.—The goods traffic on the Bina-Katni section being heavy, it often reached the limits which taxed its capacity. In view of the volume of traffic and the importance of the section as the most direct route from the Central India Coalfields to Western India, it was considered essential that the capacity of the section should be increased by substituting heavier type engines for the existing ones. This necessitated the strengthening of the bridges on the section. The minor bridges on the section required regirdering and this was sanctioned in June 1940 at an estimated cost of about Rs. 3 lakhs. The strengthening of major bridges was sanctioned in October 1940 at an estimated cost of a little over Rs. 1½ lakhs.

38.3. Replacing old high tensile rivets of certain bridges on the Bengal Nagpur Railway.—Recent investigation revealed that a large number of old high tensile rivets in seven bridges, *viz.*, the Brahmini, the Himgir and Band on the Bombay Main Line, the Cossye and Subarnarekha on the Adra-Sini section and the Damodar on the Adra-Asansol section, were either broken or flawed. In the interests of public safety it was necessary to replace the defective rivets and accordingly the work was sanctioned in November 1940. The work is estimated to cost about Rs. 1·2 lakhs.

38.4. Tarrang Bridge, Eastern Bengal Railway.—As reported last year, a change in the regime of the Tarrang river and an increase in the volume of its discharge, made it necessary to construct a new bridge at an estimated cost of about Rs. 2½ lakhs, with one 40 feet span and two 100 feet span girders to the east of the existing bridge over the Tarrang. The new bridge was completed and opened to traffic on 14th June 1940.

38.5. Regirdering Canal Bridge at mile 2/15-16, Eastern Bengal Railway.—This work, as reported last year, was taken in hand at an estimated cost of Rs. 2·36 lakhs as the old abutments of the bridge were found to have been sinking and sliding. The work was completed and the bridge opened to traffic on 21st August 1940.

38.6. Regirdering the Dufferin Bridge at Benares, East Indian Railway.—As stated in the last year's report, a scheme for regirdering the Dufferin Bridge at Benares, with double line girders to M. L. standard together with a separate overhead roadway for vehicular traffic and footpaths on either side, was sanctioned in August 1939. The railway portion of the work will cost Rs. 57¾ lakhs. The order for steel-work was placed in India.

38.7. Hardinge Bridge, Eastern Bengal Railway.—During the year under review the extension of the Damukdia Protection Bank by 8½ chains from chain 51·50 to chain 60 and the reinforcement of the first 64 feet width of the apron between chain 0 to chain 48 was taken in hand. In connection with the widening of the apron, about 13 lakhs c.ft. of boulders were pitched in water and for all these works 18·33 lakhs c.ft. of pitching stone were supplied from quarries.

The proposed re-alignment of the Eastern Bengal Railway main line between Ishurdi and Abdulpur was held in abeyance since the Damukdia channel showed slight improvement during the monsoon of 1940 and there were reasons to believe that this improvement, with resulting reduction of erosion in the Lalpur Bight, might continue.

CHAPTER IV.

TRANSPORTATION.

A.—*Operating.*

39. Volume of traffic handled.—There was an appreciable increase in the volume of traffic which railways were called upon to handle during the year partly as a result of commercial and industrial activity and partly to meet the requirements of the Defence Department. This is indicated by an increase both in " passenger miles " and " net ton miles " (exclusive of those run by departmental trains) of 7·49 per cent. and 8·06 per cent. respectively as compared with the preceding year. In the following statement the figures of Class I Railways for the year under review are compared with those for the previous two years.

(Figures in thousands.)

Particulars.	Class I Railways.			
	1938-39.	1939-40.	1940-41.	Percentage of increase (+) or decrease (—) as compared with 1939-40.
Passenger miles . . .	17,987,655	17,793,479	19,126,357	+ 7·49
Net ton miles . . .	21,394,147	22,671,560	24,498,466	+ 8·06

If the performance of railways during the year 1940-41—first complete year of the war—is compared with that during 1938-39—the immediately preceding pre-war year—the increase in railway activities is still more striking, there being an increase of 14·5 per cent. in " net ton miles ".

40. Train miles.—This increased volume of traffic was dealt with without a corresponding increase in train miles which were kept as low as possible consistent with traffic requirements. The number of train miles run to carry the traffic referred to above is given in the table below :—

(Figures in thousands.)

Particulars.	1938-39.	1939-40.	1940-41.	Percentage variations with 1938-39.	Percentage variations with 1939-40.
Passenger (including proportion of mixed) train miles. *	111,117	108,999	108,622	— 2·25	— 0·35
Goods (including proportion of mixed) train miles. †	68,530	71,744	74,020	+ 7·99	+ 3·17

Note.—Detailed figures of train miles of class I railways are given in statements 17 and 32 and those for each class II and III railways in statement 37 of Volume II of this Report.

* Includes mileage of electric locomotive and electric multiple unit trains but excludes departmental.

† Includes mileage of electric locomotive trains but excludes departmental.

With an increase in " passenger miles " of 7·49 per cent., the train miles were actually reduced by 0·35 per cent. as compared with the previous year. Again with an increase of 8·06 per cent. in " net ton miles " there was only an increase of 3·17 per cent. in goods train miles.

The trend of the volume of traffic and work done during 1929-30, 1932-33 and the last five years on Class I Railways is illustrated below on the basis of index figures :—

Year.	* Passenger miles.	* Coaching vehicle miles.	* Passenger train miles.	* Freight ton miles.	* Wagon miles.	* Goods train miles.
1929-30	100	100†	100	100	100†	100
1932-33	77	89†	87	81	83†	81
1936-37	79	94†	96	100	100†	97
1937-38	84	96†	102	110	108†	103
1938-39	83	98	104	107	108	105
1939-40	83	96	102	113	112	110
1940-41	**89**	**98**	**102**	**122**	**118**	**113**

* Includes figures for Mysore State Railway.

† Excludes Mysore State Railway for which figures are not available.

A fuller reference to the operating results of railways is made in the paragraphs below reviewing the passenger and goods train services.

41. Passenger trains.

(Figures in thousands.)

Particulars.	Class I Railways.					
	Broad gauge.			Metre gauge.		
	1939-40.	1940-41.	Percentage of variations with 1939-40.	1939-40.	1940-41.	Percentage of variations with 1939-40.
Passenger miles . . .	12,373,114	**13,329,347**	**+ 7·73**	5,217,871	**5,564,217**	**+ 6·64**
Coaching vehicle miles (including proportion of mixed).	1,029,452	**1,046,834**	**+ 1·69**	501,893	**500,698**	**— 0·24**
Passenger train miles* (including proportion of mixed).	72,481	**72,663**	**+ 0·25**	33,952	**33,406**	**— 1·61**

* Includes electric multiple unit suburban trains.

On broad gauge railways while passenger miles increased by 7·73 per cent., the coaching vehicle miles increased by only 1·69 per cent. and the rise in the passenger train miles was relatively still less. On metre gauge railways an increase in passenger miles of 6·64 per cent. was achieved with a simultaneous reduction in the vehicle miles and train miles. These figures go to show that railways have made fuller use of their train services.

41.1. Passenger train services.—There were no important alterations in train service. Minor adjustments were made, as usual, to meet public and railway requirements. Some of the important features of the train service to be noted are :—

(i) A through inter and third class service was introduced between Lucknow and Delhi.

(ii) The running of the Deccan Queen was discontinued from 8th November 1940 to the end of March 1941, except before and after important holidays.

(iii) Provision of new air-conditioned coach services between Karachi and Lahore on the Karachi Mails daily; between Lahore and Kalka on the Simla Mails on alternate days; between Bombay and Peshawar on the Frontier Mails daily instead of five days a week; between Howrah and Delhi on Delhi Mails tri-weekly.

(iv) Conversion of the daily air-conditioned coach service between Bombay and Calcutta to a tri-weekly service in order to enable the new service between Calcutta and Delhi to be started.

41.2. Punctuality and Speeds of trains.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all the Class I Railways during 1940-41 as compared with 1939-40:—

—	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad gauge.					
1939-40	82·0	75·9	79·1	81·5 92·2*	79·2
1940-41	84·2	77·2	79·7	92·4 91·5*	80·8
Metre gauge.					
1939-40	84·9	79·4	87·7	98·5 88·1†	82·2
1940-41	84·9	78·8	87·9	97·5 92·2†	82·1

* Bombay, Baroda and Central India and Great Indian Peninsula Railways electric multiple unit trains.

† South Indian Railway's electric multiple unit trains.

Train running on the Bombay, Baroda and Central India, Madras and Southern Mahratta and North Western Railways suffered in punctuality owing to the running of large numbers of troop trains and also to overloads and the more intensive usage of engines with its attendant difficulties. On the Madras and Southern Mahratta Railway there were also engineering restrictions over bridges on the east line which had a detrimental effect on the punctual running of trains. Considerable improvement was, however, effected on the Eastern Bengal Railway which reported that the percentage of trains not losing time to the total number of trains run on the system was as follows:—

—	Mail and Express trains.	Suburban trains.	Mixed trains.	Other passenger trains.
Broad gauge.				
1939-40	61·1	70·2	62·4	60·0
1940-41	85·3	92·2	83·7	85·0
Metre gauge.				
1939-40	71·4	..	89·4	87·2
1940-41	85·7	..	91·2	92·0

There were no noticeable improvements in speeds of passenger trains as railways were required to maintain a margin of 10 per cent. between time-table speeds and maximum sanctioned speeds, this allowance representing the permissible error of judgment on the part of drivers in gauging speeds on the run.

41.3. Employment of small power units.—There was no falling off in the efforts of railways to attract traffic by the use of rapidly accelerating rail cars and light steam trains. Though no new units were placed in service on the broad gauge, the Madras and Southern Mahratta Railway constructed a metre gauge rail car engined with a petrol motor which ran between Hubli

and Belgaum, while the North Western Railway were able to put back into service four of their large Ganz diesel rail cars which had been temporarily withdrawn from service.

42. Goods trains.

(Figures in thousands.)

Particulars.		1938-39.	1939-40.	1940-41.	Percentage variations with 1938-39.	Percentage variations with 1939-40.
Goods (including proportion of mixed) ton miles.	B.G.	18,283,959	19,352,820	**21,041,216**	+15·1	+ 8·72
	M.G.	3,023,616	3,226,810	**3,367,697**	+11·4	+ 4·37
Wagon miles (including proportion of mixed trains).	B.G.	2,117,936	2,203,143	**2,328,866**	+ 9·96	+ 5·71
	M.G.	648,238	686,266	**695,932**	+ 7·36	+ 1·41
Goods train miles (including proportion of mixed trains).	B.G.	48,018	50,462	**52,762**	+ 9·88	+ 4·56
	M.G.	18,758	19,457	**19,435**	+ 3·61	— 0·12

On the broad gauge railways while goods ton miles increased by 8·72 per cent., the wagon miles showed an increase of only 5·71 per cent. and the goods train miles of 4·56 per cent. On metre gauge railways an increase in freight ton miles of 4·37 per cent. was operated with an increase in wagon miles of 1·41 per cent. and decrease in train miles of 0·12 per cent.

42.1. Goods train services.—The average speed of goods trains (steam) was maintained at about the same level as last year, *i.e.*, 11·1 miles per hour for broad gauge and 10·9 for metre gauge railways. The running of through goods trains was actively followed up by certain railways in pursuance of a policy to curtail the time of goods in transit. The effect of the improvement in speeds of these through trains is not, however, yet reflected in the average speed figures of railways generally, as the results are partly obscured by other factors, *e.g.*, engineering restrictions, delays on account of heavier strain on line capacity as a result of heavy movements of military traffic, etc. Important changes made in connection with such through goods trains on certain railways are mentioned below :—

Eastern Bengal Railway (metre gauge).—A daily express goods service was run between Lalmanirhat and Katihar connecting with the express services between Lalmanirhat and Amingaon and Lalmanirhat and Santahar. This service has considerably speeded up cross traffic including petrol and oil traffic between the Assam Bengal and Bengal and North-Western Railways.

East Indian Railway.—A duplicate fast goods service between Moghalsarai and Howrah was introduced last year. A further acceleration in long distance traffic has been effected by running the original fast express goods trains from originating points with complete loads of long distance traffic only for stations Moghalsarai and beyond, the duplicate fast express goods being utilised to clear the residual and intermediate stations traffic. A third fast goods express over the Grand Chord between Moghalsarai and Howrah was introduced to cope with the traffic offering. All the fast express goods trains have been scheduled to arrive at Howrah so as to enable the merchandise to be in time for the morning markets. Through Asansol loads from Moghalsarai with traffic for Asansol and *viâ* and Calcutta area stations reached *viâ* Chitpur and Naihati were also introduced. This arrangement minimised detentions which previously occurred in the clearance of stock at intermediate stations especially in respect of cement and other important traffic *ex*-Dehri-on-Sone and Sone East Bank. Arrangements were also made to run separate loads from Moghalsarai for Cawnpore Central goods shed and Cawnpore goods Marshalling Yard, to ease the position on goods Marshalling Yard, Cawnpore, where difficulties and detentions were occurring.

Great Indian Peninsula Railway.—The mileage of through trains increased from 1,888,501 miles to 2,854,714. Through trains were run between the important junctions varying in distances from 250 to about 600 miles.

In addition, the following through services were also maintained:—

(*a*) Bi-weekly goods train service between Bombay and Shalimar.

(*b*) Down express goods service from Bombay to Poona.

(*c*) Oil special train service between Bombay and Itarsi.

42.2. Reduction in transit time of small consignments.—Reference has already been made in paragraph 42.1 to the speeding up of goods traffic by the running of through long distance goods trains. The quick clearance of small consignments, however, calls for efforts to reduce delays not only on the run but at forwarding, receiving and intermediate transhipment points. Further progress was made by railways and some other steps taken in this connection which may be noted are as follows:—

(1) A "through road van" programme on a reciprocal basis with contiguous foreign railways was arranged by certain railways. For instance, the Great Indian Peninsula Railway reported a through transit service between Nagpur, Secunderabad and Bazwada, resulting in reduction in the transit time of "smalls" between north and south of India and relief of Balharshah and Wardha from transhipment work. Similarly a through transit service between Bhusawal and Surat eliminated repacking work at Amalner.

(2) The main and branch line auxiliary services for clearing "smalls" were co-ordinated on the East Indian Railway and run strictly "to schedule". In certain main line van goods services an all-round speed of 10 miles per hour was maintained.

(3) The reduction in the number of transhipment points continued to receive the attention of railways. The Madras and Southern Mahratta Railway reported the closure of Miraj, Gadag, Dharmavaram and Raichur re-packing stations and concentration of work at Hubli, where improved facilities were provided.

(4) Movements of "smalls" traffic between specific points continued to be watched. The East Indian Railway reported an increase in the number of points from 130 to 154.

(5) Certain railways increased the number of train Hammals to relieve the station staff from loading and unloading duties at small road-side stations.

(6) The Bengal Nagpur Railway organised a special section at Headquarters under a liaison officer responsible to the Transportation Manager and the Commercial Traffic Manager for a general control of these services and also provided Transhipment Van Clerks on certain trains.

42.3. Train loads.—The small rise in train mileage, as compared with the rise in the increased volume of traffic, referred to in paragraph 40, was the result of an improvement in the average net freight loads of goods trains. On the broad gauge railways the net freight load per goods train (steam) was increased from 383 tons to 398 tons and from 166 tons to 173 tons on the metre gauge. The following railways achieved marked improvements in the average net load per train, as indicated below:—

Average net or freight weight per train.

Broad gauge.	Bengal Nagpur.	East Indian.	Great Indian Peninsula.	Madras and Southern Mahratta.	North Western.	South Indian.
1939-40	400	462	353	386	298	286
1940-41	**414**	**483**	**369**	**405**	**315**	**305**

Metre gauge.	Assam Bengal.	Bombay, Baroda & Central India.	Jodhpur.	Rohilkund & Kumaon.
1939-40	123	191	169	151
1940-41	134	207	180	167

43. Stock usage.—With little or no addition to the rolling stock equipment, as will be seen from the following chapter on rolling-stock and materials, the increased traffic which railways were called upon to carry, was handled by more intensive utilisation of the stock. In the following sub-paragraph the usage of stock during the year is reviewed.

43.1. Engine usage.—This is measured in terms of engine miles per engine per day either in relation to the number of engines on the line or engines actually in use, *i.e.*, excluding those not in effective use. On the former basis the daily mileage increased from 81 to 83 on the broad gauge but decreased slightly from 78 to 77 on the metre gauge; on the latter basis the results showed an improvement on both gauges, *i.e.*, an increase from 117 to 119 on the broad gauge and from 107 to 108 on the metre gauge. The percentage of engines under or awaiting repairs in Mechanical and Transportation Workshops was further reduced from 17·6 in 1939-40 to 17 per cent. on the broad gauge and from 13·2 on metre gauge to 12·5.

In addition to the improvement in engine miles per engine per day mentioned above there was also an improvement in the load handled by the engines. Thus the net ton miles per locomotive day showed an increase both in relation to the locomotives on line and locomotives in use.

—	Net ton miles per goods locomotive day on line.	Net ton miles per goods locomotive daily in use.
Broad gauge.		
1939-40	15,776	24,862
1940-41	17,154	26,661
Metre gauge.		
1939-40	7,467	11,410
1940-41	7,637	12,157

Improvements recorded on individual railways calling for notice are the following:—

Engine miles per day per engine in use.

	1939-40.	1940-41.
Broad gauge—		
Great Indian Peninsula (Steam) . .	138	142
Madras and Southern Mahratta . .	109	116
North Western	119	123
South Indian	119	126
Metre gauge—		
Bombay, Baroda and Central India .	99	103

Engine miles per day per engine on line.

	1939-40.	1940-41.
Broad gauge—		
Bengal Nagpur	92	96
Bombay, Baroda and Central India	68	71
Great Indian Peninsula (Steam)	93	98
North Western	72	78
South Indian	83	86

Net ton miles per locomotive day in use.

	1939-40.	1940-41.
Broad gauge—		
Bengal Nagpur	30,135	31,337
East Indian	25,446	27,010
Great Indian Peninsula	27,649	30,416
Madras and Southern Mahratta	25,802	30,304
North Western	20,093	22,278
South Indian	18,516	21,243
Metre gauge—		
Bombay, Baroda and Central India	13,533	15,095
Jodhpur	12,537	13,606
Mysore State	8,996	11,526

43.2. Wagon usage.—From an operating point of view improved usage of the wagons means their expeditious movement to destination. This is reflected in the statistical unit, the average number of miles run per wagon day, both loaded and empty wagons being taken into account. The figures for Class I Railways are as follows:—

	Broad gauge.		Metre gauge.	
	1939-40.	1940-41.	1939-40.	1940-41.
Wagon miles per wagon day	41·3	42·9	32·9	33·1

The above figures indicate the work done by the total wagon stock of the railways including those standing empty and stabled during the period they are in excess of traffic requirements. The improvement in the movement of wagons recorded above gives only a partial record of the efficiency of the utilisation of wagons. Judged in terms of net ton miles per wagon day which combines the results of traffic handled, average load, average lead, miles per wagon day and the number of wagons utilised, the results were still more satisfactory. Figures for Class I Railways are as follows:—

	Broad gauge.		Metre gauge.	
	1939-40.	1940-41.	1939-40.	1940-41.
Net ton miles per wagon day	367	392	158	163

It will be seen that while there has been an improvement of 3·87 per cent. in wagon miles there has been an improvement of 6·81 per cent. in the net ton miles per wagon day. Most railways contributed to the improved results. Improvements effected on individual railways which call for notice are :—

Wagon miles per wagon day.

	1939-40.	1940-41.
Broad gauge—		
Bengal Nagpur	42·5	**44·3**
East Indian	38·7	**40·7**
Madras and Southern Mahratta	56·7	**61·8**
North Western	37·1	**38·9**
Metre gauge—		
Assam Bengal	31·7	**34·1**
Eastern Bengal	27·8	**32·4**
South Indian	29·7	**31·9**

Net ton miles per wagon day.

	1939-40.	1940-41.
Broad gauge—		
Bengal Nagpur	426	**456**
East Indian	372	**407**
Madras and Southern Mahratta	474	**520**
North Western	275	**301**
Metre gauge—		
Assam Bengal	144	**163**
Bombay, Baroda and Central India	221	**236**
Eastern Bengal	117	**134**
South Indian	128	**141**

44. Efforts made to improve transportation services.—Improvements in operating results have been referred to in paragraphs 41 and 42. Some of the special steps taken to secure these results are referred to below :—

(i) A close and systematic watch was kept on the prompt release of good stock. Towards this end, the Eastern Bengal Railway introduced a new system of daily stock reports from stations which ensured greater accuracy in the accounting of wagons and presented detailed and precise data in a readily checkable form to the Transportation Officers. Congestions which used to to be caused previously at terminal points and transhipments due to booking in excess of capacities were considerably reduced by special control of loading by their head office. Similarly coal traffic from the East Indian and Bengal Nagpur Railways to *viâ* Santahar was so regulated as not to exceed the capacity of Santahar transhipment facilities, thus preventing heavy accumulation of loaded wagons. On the Great Indian Peninsula Railway arrangements were made to enable controllers on the Wadi-Raichur section to speak to the controllers of neighbouring railways.

(ii) Unloading and delivery on Sundays was introduced in goods sheds and sidings where practicable. Hours of work regulations were also suspended in certain cases in order to facilitate the unloading of stock in goods sheds.

(iii) The number of wagons under or awaiting repairs was reduced during the busy months by extending the date of overhaul where this could be done consistently with safety. On the East Indian Railway the scheme for concentration of intensive examination and petty repairs of wagons at selected goods sheds was functioning at three of the four key points selected for this purpose. This scheme provided that wagons, which upon examination in yards and goods sheds were found to have a defect requiring attention on sick lines, should be marked with special white labels and despatched in the direction of empties to be intercepted at key points.

(iv) Greater efforts were made to pool engine power resources. The Bengal Negpur Railway fixed an allotment of engine power for various sheds basing calculations entirely on the link system of working with " Extended runs " except in the case of engines required for occasional traffic. In this way, not only were the increased requirements met but it was found possible to loan a further number of heavy goods engines to other railways. In addition to the 24 heavy goods engines made over to the East Indian Railway in 1939-40, 7 heavy goods engines were loaned to the Great Indian Peninsula Railway towards the close of the year 1940-41. The Great Indian Peninsula Railway where pooling arrangements and intensive engine user had been practised for many years went further to experiment inter-divisional pooling of engines. On the Madras and Southern Mahratta Railway pooled goods and passenger engine link working was extended on the broad gauge and possibilities explored of obtaining a more intensive engine use on the metre gauge in conjunction with efficient and systematic maintenance.

(v) Facilities in regard to yards were examined with a view to speed up the disposal of wagons. A fuller reference of the improvements effected in the marshalling yards is made in paragraph 48.

45. Operating position.—The strain of the increased traffic was felt in varying degrees, the main " through " sections having to bear the heaviest brunt. A measure of the additional movements thrown on railways as a result of one of the several factors contributing to increases in traffic, *viz.*, shortage of shipping space, may be obtained from the fact that the rail-borne tonnage of coal across India to Bombay and Karachi increased in 1940-41 by 570 per cent. and 120 per cent. respectively as compared with 1938-39.

Railways were, however, able to cope with the traffic smoothly until December 1940 but from the following month to the end of March arrears in loading to varying extents were reported by practically all broad gauge railways. Arrears were, however, most pronounced on the Great Indian Peninsula Railway owing to heavy increases in the east to west coast movements and traffic to and from military depôts situated on the Great Indian Peninsula Railway. By the beginning of February all the sections on the Great Indian Peninsula Railway excepting the southern section fell into arrears. The latter also had its turn when heavy troop movements commenced in the middle of February which were again followed by movement of a large number of Italian war prisoners. Special trains, and corresponding empty stock movements, made such inroads into the power and line capacity in the southern section of the Great Indian Peninsula Railway that comparatively little goods could be moved and loading on this section also got seriously into arrears. As a result, Great Indian Peninsula Railway was constrained to impose restrictions almost continuously during the latter quarter of the year both in regard to the local loading as also on the receipts of loaded wagons from foreign railways to their junctions. Shortage of empties for coal was also reported on the Bengal Nagpur and East Indian Railways towards the last quarter of the year but on the whole the requirements of

the trade appears to have been met satisfactorily. During twelve months from January to December 1940, the total output from Bengal, Bihar and Orissa coalfields was 23,911,699 tons. From this figure 10 per cent. is required to be deducted (according to the report of the Director General of Statistics for 1929) on account of consumption at collieries and wastage. The amount available for despatch was, therefore, 21,520,529 tons. As against this the total despatches were 20,842,778 tons or 97 per cent. of the total quantities available for despatch.

46. Wagon position in the pool.

46.1. Broad gauge wagon pool.—The number of public service wagons (in terms of 4-wheelers) available at the end of the year was 152,785, *i.e.*, 876 more than at the end of 1939-40. The number of wagons loaded was 5,086,319 being an increase of 152,520 wagons or 3·15 per cent. over the previous year. The resources of the broad gauge wagon pool were strained to capacity during the intensive peak traffic periods. From the middle of December all wagons were drawn into service. The demands on the pool were heaviest from the Great Indian Peninsula Railway (carrying traffic directed from the east to the west coast) which at times retarded their efforts to meet their interchange obligations. The highest loading was recorded in the period ending 31st January 1941 when an average of 16,196 were loaded daily. This exceeds all previous records except that of 17,339 for period ending 29th February 1940.

Coal despatches during the year were greater by 538,238 tons than the previous year, viz., 2·42 per cent. Coal loading demands on the Bengal Nagpur Railway were not fully met during January, February and March 1941 and on the East Indian Railway short loading occurred during the period 27th January 1941 to 6th February 1941 and 13th February 1941 to the end of March 1941.

46.2. Metre gauge wagon pool.—A reference was made in the last year's report of wagon pool formed for the 17 metre gauge railways in Northern India. The number of public traffic wagons on the 31st. March 1941 was 50,211. The heaviest loading was recorded during the period ending 20th February 1941 when an average daily loading of 7,654 wagons was attained. There was pressure on the metre gauge wagon pool to the end of May 1940 owing to the call for wagons to move famine traffic. Demands on the pool were at no time as great as in the previous year but during the months January to March 1941 practically all wagons were drawn into service.

47. Neutral Examination of Interchanged Stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions:—

Agra Cantonment.	Khanalampura.
Ajni-Nagpur.	
Chheoki.	New Delhi.
Gaziabad.	Waltair.

48. Marshalling and other Yards and stations and their working.—The following were some of the improvements made in the yards and stations and in the methods of their working.

Eastern Bengal Railway.—Certain additions and alterations were made to the Marshalling yards at Naihati, Chitpur, Santahar, Lalmanirhat and Katihar. At Naihati a subsidiary hump was provided which has relieved the main hump yard of the work entailed in forming rakes for the Mills sidings, thus making it possible to devote more time to sorting work. At Lalmanirhat, an independent exit from the down yard was brought into use and this has eliminated the shunting previously involved in the transfer of wagons between the main and the down yards. This has reduced shunting engine hours and also detention to through loaded wagons. At Katihar certain modifications in the interlocking of the communicating lines between the Eastern Bengal and Bengal and North-Western Railways goods yards across the Katihar-Manihari Ghat main lines enabled shunting of vehicles to be done simultaneously from both ends

East Indian Railway.—The marshalling and grouping orders to which reference was made in the last year's report were reviewed to cope with the changing conditions. These revised orders had reference mainly to the running of through long distance trains and acceleration of traffic generally. Short distance traffic also received attention. A large programme of improvements in the lay-out of station yards was also undertaken.

Madras and Southern Mahratta Railway.—The change effected in the working of the Tondiarpet Marshalling Yard whereby the wagons passing from the north-east to south-west line and *vice versâ* were passed over one hump of the yard, instead of two humps as previously, has produced satisfactory results.

North Western Railway.—A hump yard was provided at Ghaziabad. Remodelling of the goods yard including the provision of a hump was completed at Bhatinda and a second hump was added at Khanalampura.

B.—Commercial.

49. Alterations in rates and fares.—No changes of any major importance were made in the general scale of passenger fares or goods rates except in regard to coal, increased charges in respect of which were enhanced from 15 per cent. to 20 per cent. during the five months from November 1940 to March 1941. This enhancement was made with a view to induce the trade to build up their stocks during the slack period. Railways, however, in conformity with their usual practice continued to make such alterations in rates and fares as were found necessary to meet traffic requirements. The more important of these alterations are mentioned below :—

49.1. Passenger traffic.—Reduced fares were introduced by several Railways to popularise travel to hill stations. The Great Indian Peninsula Railway issued six-monthly rail-*cum*-road tickets of all classes from certain important stations on their system to Srinagar. Cheap tickets for all classes were also issued by the South Indian Railway during the summer months to health resorts. Certain mela concession fares were introduced during this year over the Great Indian Peninsula and His Exalted Highness the Nizam's State Railways. The Madras and Southern Mahratta Railway, in conjunction with other Railways, also introduced two-monthly return tickets at reduced fares for all classes between Madras and Delhi, New Delhi and Simla.

49.2. Parcels Traffic.—Several Railways made further reductions in their parcel rates particularly for vegetables, fruits and milk.

49.3. Goods Traffic.—It had been a long-standing practice on railways to quote schedule and station-to-station rates at owner's risk without the corresponding reduced rate at Railway risk. Recently Indian Railway Conference Association examined a list of all commodities for which such schedule and station-to-station rates had been quoted and where it was found that the risk attached to the carriage of commodities was not considerable the rates were quoted at Railway risk. Reduced rates were also quoted for sugar booked from stations on the North Western, East Indian, Bengal and North Western and Rohilkund and Kumaon Railways to Chaman and Nok Kundi for export to Afghanistan and Iran respectively. This was done to secure a market in those countries. The new rates represent in some cases a reduction of 50 per cent. on the old rates. Other alterations made in rates on individual railways calling for notice are :—

Decreases.—Reduced rates were quoted (i) by the Assam Bengal Railway for timber from important Surma Valley stations to Calcutta, (ii) by the Bengal Nagpur Railway for paper in bales, (iii) for pig iron based on 1/10th pie per maund per mile inclusive of increased charge from Tatanagar, Burnpore and Bisco to Bombay, Vizagapatam

Port and Madras, (iv) for cotton seeds, by the Great Indian Peninsula Railway, involving a reduction of 8 to 30 per cent. on the normal rates from principal cotton booking stations on that Railway to important stations, (v) for timber from Madras, Coconada and Vizagapatam to Bombay, by the Madras and Southern Marhatta Railway, to facilitate transport of timber from Burma and (vi) for empty beer bottles in wagon loads from Bombay, Calcutta, Karachi and Madras ports to Rawalpindi and Solan Breweries.

Increases.—Rates were enhanced (i) for cement carried for short leads over the Bombay, Baroda and Central India Railway, (ii) for Oils, Division C (Castor, Gingely, Groundnut, Linseed, Mowha, Mustard, Rape seed and vegetable oils not otherwise classified) from stations in the United Provinces to Calcutta, on the recommendation of the Railway Rates Advisory Committee which found that these rates had been unduly depressed and prejudiced the Calcutta Millers in their competition in common markets, (iii) for Hydrochloric and Nitric acids from Ranipet to all Madras and Southern Marhatta Railway stations and also to certain foreign railway stations. Temporary exemptions were allowed from freight increases in respect of (*a*) jute and tea over the Eastern Bengal Railway owing to the inability of Steam Ship Companies to make similar increases in their rates, (*b*) for coal booked to Surma Valley section of the Assam Bengal Railway in view of the river competition. Later in the year these commodities became subject to the general increased charges.

50. Adjustments in rates and fares to counteract the adverse effects of the increased charges.—At the time freight and fare increases were brought into force, railways were authorised to make necessary adjustments if these were found necessary in the mutual interests of trade and railways. It was, however, not found necessary to make any large scale adjustments.

51. Simplification of tariffs and measures adopted to expedite quotation of rates.—This subject continued to receive the attention of railways. Some of the measures taken to simplify work for the staff and to expedite quotation of rates, are indicated below :—

Assam Bengal Railway.—Rate registers for booking outward traffic locally over the railway were supplied to all stations. These registers contain not only all local station-to-station rates chargeable from each of the several stations but also particulars of schedule rates having general application in " local " booking.

Bengal Nagpur Railway.—Rate registers for booking outward traffic to foreign railways were supplied to all stations.

Jodhpur Railway.—Action was initiated in regard to the issue of station rate registers.

Pamphlets containing rates for cotton full-pressed and wheat from stations in Sind to various destinations were published and distributed to traders free of charge.

North Western Railway.—To avoid the quotation of a large number of special rates, a general reduction applicable in all bookings over this railway, has been made for cloth cuttings and old gunny rags.

Rohilkund and Kumaon Railway.—To facilitate the quotation of rates to the public the railway has joined the Information Bureau at Cawnpore, organised by the East Indian Railway.

52. Facilities for dealing with traffic.—The particulars of new booking offices and out-agencies opened during the year by the principal Railways are given in paragraph 105.

Though the provision of sidings to serve military depôts was a " first call " on Railways, it was found possible to provide additional facilities for civil trade. The East Indian Railway opened new assisted sidings to

serve (i) the Bangeswari Cotton Mills at Rishra, (ii) Cawnpore Ordnance Inspectorate, (iii) Shiva Parbati Dal and Rice Mills at Sultangunge, and (iv) the projects of Messrs. Aluminium Corporation of India, Ltd., situated between Raniganj and Kalipahari stations. The Great Indian Peninsula Railway opened (i) Anglo-Thai Corporation, Ltd., siding at Mankhurd, and (ii) Ramchandra Badriprasad Gaur's siding at Jukehi.

Additional godown accommodation, sheddings and platforms were also provided by various railways.

53. Co-ordination of road and rail.—The main direction in which railways endeavoured to secure co-ordination of road and rail services was by the opening of out-agencies in outlying areas, thus affording through booking facilities to the public. The Bombay, Baroda and Central India Railway made special arrangements with the Gwalior and Northern India Transport Agency for the running of co-ordinated rail-road services on certain competitive sections parallel to roads. The result of this experiment may disclose a new line of approach to the problem of co-ordination of road-rail services.

An interesting development reported during the year was the working of motor buses and lorries in Calcutta and Madras on producer gas plant, burning charcoal, which afforded considerable economies on the fuel bill. In areas served by the South Indian Railway, 464 buses and 40 lorries out of a total of 730 buses and 40 lorries were fitted with producer gas plant.

54. Contact with business community.—Although, on account of the heavy day-to-day burden, arising from the war effort shouldered by railways, officials were extremely busy attending to problems that needed urgent attention, the necessity for maintaining the closest touch with the business community was not forgotten. Full use was made of such channels as the local advisory committees consisting of members drawn from industry, commerce and trade. Close touch was maintained with chambers of commerce, on many of which railways are represented. Closer contact meetings continued to be held in Bombay and Calcutta as in previous years.

Tours were undertaken by the Chief Commissioner, Financial Commissioner and Member Transportation, during which a number of meetings took place with various commercial bodies. Railways, through the medium of their own organisations, consisting as they do of Commercial Officers, Inspectors and Canvassers, continued to keep in the closest touch with current business thought.

The annual meeting between the Railway Board and coal trade representatives was held as usual.

55. Refund on unused tickets.—The question of expediting the settlement of claims for refund on unused or partially used tickets continued to receive the special attention of railways.

The system introduced last year on the State-managed railways, of refunding overcharges up to Rs. 10 on local traffic, prior to certification by the Accounts office gave satisfactory results and was continued during the year. This system was also extended by the Eastern Bengal Railway to through traffic interchanged with the other State-managed railways.

56. Claims for compensation and refunds.—The following statements for Class I railways (except Jodhpur and Mysore) show for 1940-41 :—

A. *the number of claims in respect to goods or parcels damaged or lost received and for goods and parcels overcharged and the average time taken in their settlement;*

B. *the number and value of claims paid in respect of goods or parcels lost or damaged under main causes;*

C. *the number of court cases in respect of goods or parcels lost, damaged or delayed and their disposal.*

STATEMENT A.

Item No.	Particulars.	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of the preceding year	153	448	1,099	985	1,487	1,682	426	359	159	1,185	140	272
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year	1,978	2,956	6,428	12,868	6,628	11,230	9,533	5,068	950	12,743	1,187	3,727
3	Number of claims referred to in items 1 and 2 settled during the year	1,887	2,993	5,832	12,512	6,773	11,331	9,054	4,909	910	12,361	1,032	3,390
4	Balance outstanding as unsettled at the close of the year	244	411	1,695	1,341	1,337	1,581	905	518	199	1,567	295	609
5	Net amount paid in compensation . Rs.	8,914	19,369	59,443	57,665	1,25,227	51,484	1,25,427	34,070	5,798	1,04,823	3,796	23,556
6	Percentage sum paid in compensation (item 5) bore to gross earnings .	0·06	0·07	0·05	0·06	0·29	0·02	0·09	0·04	0·02	0·05	0·07	0·04
7	Average time in days taken in settlement of claims shown under items 1 and 2	27	63	74	24	45	73	14	31	60	31	68	39
8	Number of applications received for refunds on goods and parcels overcharged	4,989	5,320	4,635	12,217	9,074	16,380	7,449	5,454	1,755	10,429	705	9,929
9	Average time taken in settlement of claims shown under item 8. Days	25	61	59	27	50	54	45	23	59	24	44	24

General increase occurred in the number of claims received during the year, with a consequent increase in the number of claims outstanding at the close of the year. Number of applications for refunds of overcharges on goods and parcels also was higher than in the previous year but most railways showed an improvement in the average time taken in settlement of these claims.

STATEMENT B.

Item No.	Particulars.		A. B.	B. & N. W.*	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Claims paid on account of goods lost.	No.	158	315	2,033	3,359	1,100	4,218	1,818	182	195	350	196	1,114
		Value Rs.	2,426	8,177	38,813	20,951	43,751	89,124	17,934	2,960	1,579	6,608	2,104	11,278
2	Claims paid on account of goods stolen.	No.	302	570	159	378	63	1,346	1,666	150	27	1,501	23	36
		Value Rs.	5,103	8,140	3,760	7,007	6,353	19,083	21,813	4,403	606	15,238	545	2,022
3	Claims paid on account of goods damaged by wet.	No.	51	28	389	1,582	327	1,074	2,445	384	147	930	48	177
		Value Rs.	1,141	802	6,487	9,569	23,147	13,951	17,150	5,823	1,366	16,959	819	3,605
4	Claims paid on account of goods damaged by fire.	No.	..	..	3	6	1	4	19	2	..	..	..	9
		Value Rs.	..	..	361	181	2,440	207	6,769	212	..	..	..	355
5	Claims paid on account of goods damaged by breakage.	No.	48	7	42	122	4	63	233	47	58	70	3	72
		Value Rs.	1,242	505	672	2,524	157	2,738	4,030	723	389	2,022	91	663
6	Claims paid on account of parcels and luggage lost and stolen.	No.	81	110	155	180	434	722	256	57	38	72	19	97
		Value Rs.	1,203	1,299	4,253	837	6,979	13,667	2,479	1,165	364	1,511	147	1,110
7	Claims paid on account of other causes.	No.	147	276	289	2,150	1,361	580	1,258	1,784	445	2,074	77	271
		Value Rs.	1,396	4,726	16,628	30,643	46,618	23,794	39,885	28,095	1,494	25,801	2,273	4,523

* Miscellaneous recoveries amounting to Rs. 4,230 have not been deducted from the value figures.

Both the number and value of claims paid was higher than in the previous year under all the classes of claims analysed above. The largest increases occurred under 'claims paid on account of goods lost, goods damaged by wet and other unclassified causes'. The value of claims increased both by the larger number of claims paid as also the higher price level of goods that prevailed this year.

STATEMENT C.

Item No.	Particulars.	A. B.	B. & N.W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of suits filed in court (or pending from the previous year) for the recovery of compensation in respect to goods or parcels lost, damaged or delayed .	21	70	103	102	57	122	122	65	6	65	7	45
2	Number of such suits settled out of court .	7	10	11	38	21	6	10	6	2	4	2	6
3	Number of suits dismissed . . .	5	29	19	7	15	19	28	25	1	26	1	11
4	Number of suits decreed	2	6	6	2	3	12	8	3	..	6	..	3
5	Number of suits pending	7	25	67	55	18	85	76	31	3	29	4	25

Suits filed in court for recovery of compensation were also comparatively higher than in the previous year.

57. System of ticket checking and prevention of ticketless travel.— The methods adopted by the various Class I railways to detect and prevent ticketless travel were generally the same as in previous years. The North Western Railway reported considerable difficulty in dealing with unruly mendicants travelling without tickets and assaults on checking staff. On representation to the Sind Government, arrangements were made for the appointment of unarmed police squads, who travelled with trains with the object of protecting the ticket checking staff.

The following statement shows the total number of passengers detected travelling without proper tickets on Class I railways during the year 1940-41 :—

Railway.	No. of Passengers.
Assam Bengal	70,669
Bengal Nagpur	57,545
Bengal and North Western	368,176
Bombay, Baroda and Central India	399,931
Eastern Bengal	265,754
East Indian	263,358
Great Indian Peninsula	207,707
Jodhpur	18,830
Madras and Southern Mahratta	141,023
Mysore State	11,237
His Exalted Highness the Nizam's State	7,736
North Western	407,458
Rohilkund and Kumaon	61,240
South Indian	151,169
Total .	2,431,833

Reference has been made to the bill passed during the year with a view to further prevention of Ticketless travel in paragraph 4 on 'Railways and the Legislature'

58. Mela traffic.—Although Railways were dealing with a very considerable increase in both passenger and goods traffic, it was found possible to cater for the attendance at the periodical fairs. The usual arrangements were made for opening temporary booking offices, adequate water supply, special medical facilities and sanitary arrangements. Specials were run for the larger fairs, and the stock on passenger trains was augmented as and when necessary. Generally speaking, the attendance at the principal *melas* showed an increase over previous years, these increases being most noticeable on the Assam Bengal, Great Indian Peninsula, Eastern Bengal, and East Indian Railways.

59. Measures taken to ensure civility and honesty on the part of railway staff.—Throughout the year this matter continued to engage the attention of railways. In all cases to which the attention of the administrations was drawn, prompt action was taken, and a decline in the number of cases reported was noticed.

CHAPTER V.

PUBLICITY.

60. Central Publicity Bureau.—On account of the war the normal publicity activities of railways were curtailed to some extent. The Central Publicity Bureau was transferred to Calcutta and was amalgamated with the Publicity Offices of the East Indian and the Eastern Bengal Railways on the 1st July 1940.

The Indian Railways Bureau, London was closed on the 7th September 1940.

60.1. Advertisement through posters, handbills and pamphlets.—Advertising was on a reduced scale and was principally in connection with the Poojah holidays, Hill stations in India, and Buddhist traffic.

No new pamphlets were printed or ordered. The demands from railways, tourist agencies, and individuals were met from stocks on hand.

60.2. Photographs.—The year was a record year for the Photographic Section. 1,633 photographs were taken, and over 30,000 prints made. Of this number 24,000 prints were supplied to the Government of India for propaganda purposes, and the balance distributed to various tourist agencies, newspapers, periodicals, and railways. A few photographs were also sent overseas.

One Publicity Officers' Meeting was held during the year.

61. Publicity by Railways.

61.1. Melas.—Publicity arrangements in connection with only 135 *melas* were undertaken this year. These were advertised by press announcements in newspapers, letter-press and pictorial posters, folders, handbills, beat of drum, and by other means. In some cases the co-operation of the various union boards, municipal and other civil authorities was obtained for the purpose of introducing railway literature among villages situated in the interior. Special facilities were again provided by the Eastern Bengal Railway in fostering traffic to the Ganga Sagar Mela, and a talk on this *mela* was broadcast by the Calcutta Station of the All-India Radio.

61.2. Handbills, folders, pamphlets and posters.—As a special advertisement feature in connection with the new Assam de Luxe Train, a tastefully printed brochure was printed by the Eastern Bengal Railway for general distribution among the public. The Rail-Car and Rail-Air Services of the Nizam's State Railway were also advertised by the issue of a joint folder. Pamphlets were also produced by the Bengal Nagpur Railway with a view to stimulating *mela* traffic on that Railway; by the Great Indian Peninsula Railway in connection with hill stations in India; and by the Madras and Southern Mahratta Railway in connection with their Christmas and New Year concessions. The booklet dealing with the various attractions and travel facilities to the hill stations in the Nilgiris and Kodaikanal was produced by the South Indian Railway in conjunction with the various municipalities concerned. On all the principal Railways together, 7,572,770 handbills, 570,050 folders and pamphlets and 144,002 posters were distributed.

61.3. Reciprocal Publicity.—The reciprocal arrangements with the Postal Department by which railway publicity posters and pamphlets are displayed at Post and Telegraph offices in the interior in exchange for similar facilities for Postal advertisements at railway stations were continued by those railways participating in the scheme. The arrangements entered into by the Great Indian Peninsula Railway with the 'Times of India', and by the East Indian Railway with the 'National Herald', by which free space in those papers are exchanged for a limited number of positions at certain railway stations was again renewed this year. Railway slides were also

screened free of charge at many cinema houses in Calcutta and other stations on the East Indian Railway in exchange for free space at those stations.

61.4. Loudspeakers.—A loudspeaker set with a gramophone attachment was purchased by the Great Indian Peninsula Railway for the use of the Publicity and Propaganda Inspectors, and has proved of great value at the different *melas* where it has been utilized. Loudspeaker sets were also installed at important *mela* areas and stations on the East Indian Railway.

61.5. Cinema Car.—The North Western Railway cinema car continued to be utilized for propaganda purposes. This unit visited 180 stations and gave 284 shows. It is estimated that over 650,000 people attended these shows. The North Western Railway cinema lorries visited 341 important rural areas and gave 450 open-air performances at which it is estimated more than 500,000 attended. An interesting feature of these performances was the screening of a special 'Safety First' film emphasizing the need for caution when travelling, and at the time of entraining, detraining and crossing lines.

61.6. Newspaper Advertising.—The cost of advertising in newspapers by principal railways for 1940-41, amounted to Rs. 2,62,900 as against Rs. 2,32,806 in the previous year.

Prominence was given in the Press to the introduction of third class holiday season tickets over the Great Indian Peninsula Railway, and to the issue of cheap shopping tickets, zone, and all-India and local ticket schemes on the Bombay, Baroda and Central India Railway. Intensive advertising was also undertaken by the Bombay, Baroda and Central India Railway in popularising rail-*cum*-road tickets to Kashmir, the results of which were very satisfactory, 453 people taking advantage of these concessions as against 225 last year. Wide publicity was also given by the Madras and Southern Mahratta Railway to the issue of cheap return tickets for all classes between Madras and Delhi and between Madras and Simla. Another noteworthy feature in this railway's advertising was the prominence given in the Press regarding 'commercial enterprise', by means of which the public were informed that in view of the growing industrial development in South India, those interested would be given every assistance in selecting suitable sites for the erection of factories, warehouses, etc., best served by this Railway.

61.7. Trade advertisements.—The gross revenue secured from trade advertisements, bookstalls, bazar specials, etc., during the year by the state railways amounted to Rs. 3,73,205 against Rs. 3,42,249 in 1939-40.

This is principally due to the record earnings secured by the Bombay, Baroda and Central India Railway in the year under report.

62. Excursion trains.—In spite of a shortage of stock resulting from 'war traffic' on certain railways, several special trains were booked for educational and excursion parties. On the Bombay, Baroda and Central India Railway, eight special trains and thirty-four bogie loads were run. On the Bengal Nagpur Railway, ten third class local excursion trains were booked, carrying a total of 4,891 passengers, mostly from villages, from which a gross revenue of Rs. 73,700 was derived. On the South Indian Railway as a result of intense canvassing, 122 excursion parties travelled during the year. Four large parties of students travelled in special trains. Further, seven excursion parties in special trains and twenty-four parties in reserved carriages travelled during the period under review. A third class conducted excursion special was run by the Eastern Bengal Railway from Calcutta to Darjeeling in conjunction with the management of the Snow View Hotel, Darjeeling. Over a hundred tickets were sold.

63. Circular tours, zone tickets, etc.—These were advertised by railways at appropriate periods during the year. An increasing number of pilgrims and excursionists are taking advantage of circular tours introduced by northern railways for visiting places and shrines in South India.

64. Bazar specials.—A Poojah Bazar Special was again organised by the Eastern Bengal Railway over their broad and metre gauge sections, visiting thirty important stations, on that railway. Sixteen firms participated. An open-air talkie cinema outfit accompanied the Special, and free open-air shows were given at all the stations visited. It is estimated that altogether about four and a half lakhs of people attended the Special.

65. Miscellaneous activities.—Publicity activities of railways were also evident in many other directions. Calendars, pictorial labels in connection with certain trains, adhesive coloured stamps, printed slogans, and illuminated menu cards were some of the means resorted to by railways in creating goodwill and travel-mindedness among the public. A well-got-up and interesting Bengali publication " Banglay Bhraman " in two volumes descriptive of all tourist, historical and pilgrim centres in Bengal, was produced by the Eastern Bengal Railway for sale among the public. In order to combat the beggar and hawker nuisance in Bombay suburban trains, specially designed letter-press *cum* pictorial posters were produced by the Great Indian Peninsula Railway for exhibition in their carriages. In connection with the new air-conditioned service inaugurated this year on the North Western Railway, a special train with two of these coaches was run between Lahore and Amritsar and back to which the Press were invited. Many special write-ups on these coaches appeared in newspapers and periodicals. Time sheets showing the current timings of the Frontier Mail, neatly printed on cream cards, were displayed by the Bombay, Baroda and Central India Railway in their carriages. The distribution of the latest " News Bulletin " continued to be made to passengers travelling by this train and by the " Flying Ranee ". Restaurant cars attached to principal trains on the Bombay, Baroda and Central India Railway are now named after famous tourist centres of interest and historic places such as Roses of Gulmarg, Pride of Peshawar, Vale of Kashmir, Citadel of Agra, Lakes of Udaipur, etc.

Dioramas, descriptive of travel to Shillong, and in connection with the Ganga Sagar and Nawabdip Melas, were erected by the Eastern Bengal Railway in the show windows of the new Publicity and Information Bureau situated in the East Indian Railway buildings. Other dioramas, belonging to the East Indian Railway, were also erected in connection with the Magh Mela at Allahabad, Buddhist places of pilgrimage in India, Kashmir, and Benares. Show models of Kamakhya Temple, the Satgambaz Masjid of Bagerhat and Darjeeling, were lent by the Eastern Bengal Railway for permanent display at the Government Industrial Museum.

Railways participated in 23 exhibitions, in which stalls were opened for the distribution of travel literature. In some instances an enquiry office was also opened, where information with regard to trains, etc., was supplied.

With a view to inculcating the " queue habit " in the Public, posters were supplied by the Central Publicity Bureau and exhibited at stations. A short film on the subject with a running commentary in Hindustani was also exhibited by arrangement with selected theatres in Bombay, Nagpur, Jubbulpore, Calcutta, Lahore, etc. Advantage was taken at principal fairs, *melas*, exhibitions and important stations to announce the scheme to the public from loudspeakers and by other means. The All-India Radio arranged a special talk on " queue habit " during the year, and the Director of Education, Punjab, has been approached with the suggestion of making it the subject of special lessons in all educational institutions in the Punjab.

Railways also contributed to war activities by accepting generous supplies of pictorial and letter-press posters, photographs, and other war publicity material for free display at their stations and city booking offices, and also by donating free space in newspapers for announcements in connection with the war and charities on behalf of war victims.

CHAPTER VI.

RAILWAY COLLIERIES.

66. The output from the principal Railway Collieries during the year 1940-41 compares with the previous year's output as follows:—

Colliery.	Owned by	Output.	
		1939-40.	1940-41.
		Tons.	Tons.
1. Bhurkunda	State Railways	105,429	**114,164**
2. Kargali	Do.	702,912	**631,173**
3. Kurharbaree and Serampore	Do.	677,992	**664,846**
4. Joint Bokaro	E. I. & B. N. Railways	1,052,436	**1,004,534**
5. Joint Sawang	Do. do.	48,641	**50,806**
6. Jarangdih	B., B. & C. I. and M. & S. M. Railways.	79,082	**83,913**
7. Talcher	M. & S. M. Railway	200,101	**206,518**
8. Kurasia	B. B. & C. I. Railway	282,162	**280,451**
9. Deulbera	B. N. Railway	127,426	**132,487**
10. Argada	Do.	318,981	**306,113**

67. State Railway Collieries.

67.1. Bhurkunda Colliery.—In No. 1 Kurse incline spontaneous heating of the goaf was observed on the east side during April; thick stoppings were built to prevent further entry of air into the goaf and the work of extracting coal which was stopped in August 1937 was resumed in July 1940. Indications of heating in No. 2 Kurse incline were observed in May 1940; stoppings were built to isolate the goaf and the extraction of coal continued. Nos. 1 and 2 Nakari inclines have been sufficiently developed to enable the output from them to be rapidly expanded when required but owing to the limited output demanded, workings were stopped for the greater part of the year. The workings in Simana and Sirka seams were also stopped due to restricted demand.

67.2. Kargali Colliery.—*Quarry workings.*—The main broad gauge track in No. 1 quarry was twice extended in a southerly direction to the dip of the seam and No. 2 overburden bridge was dismantled and shortened by recovering the two northernmost coal pillars. There were no traces of fire on the overburden spoil heaps in this quarry throughout the year and although the old fires have now spent themselves entirely, safe isolation from the old fire areas is still being maintained. In No. 2 quarry, the face of the overburden on the Karo barrier has been advanced and is now almost in line with No. 2 quarry overburden face. No. 3 quarry face at the east end of the quarry has advanced up to the spoil heap. A 3,300-volt overhead supply line was constructed round the east end, and westwards along the

north side of the quarry, and a transformer and new 75 h.p. haulage engine installed. In No. 4 quarry the surface rights of an area lying east of No. 3 quarry have been acquired during the year and the work of overburden stripping on a small section of this area south of the dyke commenced.

Underground workings.—There was a shortage of skilled miners for the shaft workings throughout the year. In the west dip section efforts were made to complete the development and miners have been supplied fairly regularly on day shifts. An air compressor over No. 19 dip at No. 4 level was constructed and in the Karo incline top section workings at No. 2 quarry, the Karo shaft was completed through heavily watered strata by sinking the remaining portion of the shaft upwards through the coal. A 60 h.p. turbo pump was installed in the pump shaft. In the 12 ft. seam incline No. 8 west level was driven through the fault and the coal proved on the western side.

67.3. Kurharbaree Colliery.—Depillaring work in all the mines was carried on throughout the year. In the main dip gallery at No. 4 side Kalimoran pit reached the southern boundary and development work has since proceeded in the areas to the east and west of it. In the Joktiabad mine working under the Kamaljore river sand stowing is necessary and in order to carry out this work a borehole has been put down from the surface for the conveyance of stowing material. The construction of a surface haulage, an underground pipe line and other works in connection therewith neared completion. In the Jubilee pit in No. 3 side the development of the north side was completed and pillar cutting operations commenced. The Bhadua mine was re-opened in the latter part of the year and development steadily maintained.

67.4. Serampore Colliery.—In the Central pit in No. 3 side new roads over the top of the collapsed roof area were made to extract the good pillars of coal on the inbye side. The work was of a very difficult nature but was carried out safely. Depillaring work in all other districts was carried out satisfactorily.

Some preliminary work has been done at Hetla pit after being submerged for over 30 years in order to prove the amount of coal available in this area; that so far uncovered has proved to be of first class quality. Two inclines have been driven and joined up and a third, for haulage purposes, is contemplated.

The outturn from the Coke and Bye-Products Plant was :—

	1939-40.	1940-41.
Coke	29,215 tons.	27,851 tons.
Coal Tar	1,251 ,,	974 ,,
Sulphate of Ammonia . .	315 ,,	268 ,,
Benzol	44,163 gallons.	41,512 gallons.
Rect. Solvent Naptha . .	1,390 ,,	640 ,,

67.5. East Indian and Bengal Nagpur Railways' Joint Bokaro Colliery.—Workings in coal and overburden at No. 1 quarry progressed normally throughout the year and a gallery was driven to locate the exact position of the major fault on the north side. In No. 1 quarry extension development work advanced rapidly. The main coal haulage rope was extended along a new haulage plane parallel with the river barrier on the floor of this quarry and all coal is now hauled by this haulage. In No. 3 quarry the coal haulage was extended along the floor of the quarries to the eastern extremity.

67.6. East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.—Coal was mined from both quarry and inclines. In view of No. 14 level mine being a gassy one a main haulage road was made. An additional air crossing was made over the main haulage road at No. 14 level.

68. Company-managed Railway Collieries.

68.1. Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery.—Shaft workings remained closed throughout the year. The water level in the shaft is now 57 feet from the surface.

There has been no further development to the dip of No. 3 incline but steady progress has been made on the south section of the incline, the workings of which were connected with the north workings of No. 5 incline at No. 18 south. In No. 5 incline the drivage of No. 28 north, 18/19 dip and 29 north has been speeded up to form an adequate standage for the 48 h.p. pump. No. 2 west slant and its companion No. 2 barrier slant have been started. No. 19 dip has been restarted from No. 30 north.

68.2. Madras and Southern Mahratta Railways' Talcher Colliery.—There was a progress of 40,151 feet made in gallery drivage while the regrading of south-east section main roadway, in order to open the area beyond the 35 feet upthrow fault, was carried out during the year.

Exploratory work was commenced by means of pilot galleries and underground boreholes from No. 1 west panel main and No. 5 north-west panel companion to prove the seam beyond the faults cutting off these districts. A gallery was driven in the top seam southwards from No. 21 road and No. 3 east panel through the fault, which throws the top seam practically opposite the main seam, with the object of finding out the nature of the measures in the southernmost strip of the property.

10 blocks of labour quarters, 6 blocks of artisan's quarters, 3 blocks of junior staff quarters and an isolation hospital were constructed during the year.

68.3. Bombay, Baroda and Central India Railways' Kurasia Colliery.—Development works were carried out satisfactorily and a progress of 315 feet in No. 2 incline and 501 feet in No. 3 incline was made during the year.

69. Staff welfare.—The general health of the staff and sanitation in the State and Company-managed Railway collieries were good.

70. Coal mined in India.—In 1940 the coal mined in the various provinces of British India amounted to 26,130,778 tons as against 24,662,788 tons in 1939 or an increase of 1,467,990 tons.

71. Coal despatched by rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was:—

	1939-40. Tons.	1940-41. Tons.
East Indian Railway . . .	15,403,708	**15,407,841**
Bengal Nagpur Railway . . .	9,741,700	**9,913,040**

72. Coal shipped from Calcutta.—Shipments, including bunker coal from the port of Calcutta to Indian and foreign ports during 1940-41, amounted to 2,342,385 tons as compared with 3,217,509 tons in 1939-40. 176,127 tons of Indian coal were shipped to the Ceylon Government Railway.

73. Tonnage of coal inspected.—The State Railways' coal department inspected 8,120,639 tons coal during 1940-41 as compared with 7,894,539 tons in 1939-40.

74. Indian Coal Grading Board.—The department continued to carry out the work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1940 was 2,259,696 tons and inspections were carried out by this department both at the collieries and Kidderpore Docks.

CHAPTER VII.

ROLLING STOCK AND MATERIALS.

75. Additions to equipment.—During the year the following locomotives and rolling-stock, including arrears brought forward from previous years, were on order for broad and metre gauge railways :—

Items.	Broad gauge.	Metre gauge.
Locomotives	94	24
Coaching stock	871	409
Goods stock	2,159	915

New locomotives and rolling-stock actually placed on the line during the year were :—

Items.	Broad gauge.	Metre gauge.
Locomotives	9	10
Coaching stock	383	226
Goods stock	1,790	298

The numbers of coaching and goods stock shown are in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling-stock as they also include vehicles built in replacement of stock which had reached the end of its economic life.

75.1. Engines.—19 broad gauge locomotives were scrapped during the year of which 9 were replaced, so that the number on 31st March was 10 less than at the beginning of the year. On the metre gauge 1 locomotive was scrapped and 10 were added. The average tractive effort per engine rose from 26,093 lbs. in 1939-40 to 26,110 lbs. in 1940-41 on the broad gauge and from 14,962 lbs. in 1939-40 to 14,991 lbs. in 1940-41 on the metre gauge.

75.2. Coaching vehicles.—At the end of the year, the number of coaching vehicles on the broad gauge was 205 more than at the beginning; against a total of 383 units placed on the line during the year 178 were on the replacement account. On the metre gauge, the number at the end of the year was less by 71; 297 were scrapped of which only 226 were replaced.

75.3. Wagons.—On the broad gauge 792 were scrapped during the year against an addition of 1,790. On the metre gauge 548 new units were placed on the line out of which 250 were replacements and 298 were new additions.

76. Reduction of upper class accommodation.—Railways continued to examine the possibility of further reductions in upper class accommodation.

On the Eastern Bengal Railway, 1 broad gauge bogie I class and 3 metre gauge bogies I, II and Inter class carriages were converted into I, II, Inter and III class to provide more accommodation for Inter and III class passengers.

The first class accommodation provided by railways was reduced by 283 seats in 1940-41.

77. Construction of locomotives at Ajmer.—Locomotive construction was first undertaken in the Metre Gauge Central Shops in 1896 and since that date 434 locomotives of various types have been built and put into service. In April 1938, these workshops undertook the construction of locomotives for other Indian Railways and during the year 1940-41 work was carried out on an order for 9 ' YB ' class locomotives for the Assam Bengal Railway in addition to completing 4 ' A ' class 4-4-4 type tank locomotives for the Bombay, Baroda and Central India Railway metre gauge system.

Orders were also received for 2 ' YB ' class locomotives for the Bengal and North-Western Railway and for 10 ' XT1 ' class locomotives (broad gauge) for the North Western Railway, progress on which was delayed due to the difficulty of obtaining the required material.

78. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to 87,548 tons of rails and fishplates were placed with Messrs. The Tata Iron & Steel Co., Ltd.

79. Purchase of timber for carriage and wagon building.—The total value of timber other than sleepers bought by Class I railways (excluding Jodhpur, Mysore and His Exalted Highness the Nizam's State Railways) during the year was 41·37 lakhs as compared with 39·04 lakhs in 1939-40 and 46·83 lakhs in 1938-39.

The kilns at Lilloah remained closed throughout the year.

80. Wooden Sleeper Purchase Organization.—The total purchase of wooden sleepers during the last four years has been :—

(Number of sleepers in lakhs.)

	1937-38.	1938-39.	1939-40.	1940-41.
Broad gauge .	12·59	13·64	13·37	14·88
Metre gauge .	14·28	15·23	14·15	15·46
Narrow gauge .	1·61	1·95	2·21	2·19

The relative position of various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I railways (excluding Mysore State Railway) :—

	1940-41.			
	Wood.	Cast Iron.	Steel.	Other kinds.
Broad gauge .	40·5	42·1	17·2	0·2
Metre gauge .	70·3	5·1	24·5	0·1

The wooden sleeper track mileage of all gauges on Class I railways (excluding Mysore State Railway) on 31st March 1941 was 26,744 out of a grand total of 49,946.

No wooden sleepers were imported except from Burma. The price of Sal sleepers in Eastern Group in 1939-40 averaged about Rs. 5-7-10 for broad gauge and Rs. 2-8-0 for metre gauge as compared with Rs. 5-4-9 and Rs. 2-5-4 respectively in 1939-40.

At Dhilwan on the North-Western Railway the following soft wood broad gauge sleepers and narrow gauge sleepers of coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. of fuel oil :—

	Fir.	Chir.			Kail.	Deodar.	Total.
		Dept. (Rly).	Irrigation Dept.	12′ long for Military Dept.			
No. of sleepers treated. Broad gauge.	46,731	304,128	8,736	1,200	14,605	2,62,539	6,37,939
No. of sleepers treated. Narrow gauge.	—	—	—	—	—	852	852
Average absorption per broad gauge sleeper of 40% creosote mix.	6·16	6·00	5·68	8·08	6·16	4.08 1·60 N.G.	
Average absorption per broad gauge sleeper of 60% Fuel oil mix.	9·24	9·00	8·52	12·12	9·24	6·12 2·39 N.G.	
Average total absorption for broad gauge sleeper.	15·4	15·00	14·2	20·2	15·4	10·2 3·99 N. G.	
Approximate average absorption per c.ft.	4·92	4·80	4·54	4·84	4·92	3·26 3·64 N. G.	

The cost of treated sleepers for the year 1940-41 was as follows :—

	Average cost per sleeper untreated.	Cost of treating per sleeper including freight to Dhilwan.	Overhead and other charges, etc.	Total average cost per treated broad gauge sleeper.	Remarks.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Deodar . . Broad gauge .	4 9 0	0 11 6	0 2 6	5 7 0	
Deodar . . Narrow gauge	1 7 0	0 4 3	0 1 0	1 12 3	
Kail . . Broad gauge .	3 13 0	0 14 11	0 2 7	4 14 6	
Chir . . Broad gauge .	3 5 0	1 5 7	0 2 7	4 13 2	
Fir . . Broad gauge .	2 11 6	0 12 1	0 2 6	3 10 1	
Chir broad gauge for irrigation department.	..	1 1 0	0 5 6	1 6 6	Treating charges only.
„ 12′ long sleeper for Military Department.	3 13 0	2 3 1	0 3 1	6 3 2	

The total amount spent on wooden sleepers on Class I railways (excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) was Rs. 1·16 crores in 1940-41 as compared with Rs. 1·20 crores in 1939-40 and Rs. 1·02 crores in 1938-39.

81. Value of Railway materials purchased.—The value of stores purchased by Class I railways (excluding the Jodhpur, Mysore and His Exalted Highness the Nizam's State Railways which are mainly or wholly the property of Indian States) increased from Rs. 17·67 crores in 1939-40 to Rs. 17·89 crores in 1940-41. The value of " indigenous materials " purchased rose by Rs. 1,01 lakhs while that of " imported materials " declined by Rs. 79 lakhs. By classes of stores, increases occurred under permanent-way material and track tools (9 lakhs), hardware stores, copper, tin, zinc ware, etc. (39 lakhs) and miscellaneous stores (50 lakhs), whereas under rolling-stock and bridge work there were decreases of 66 and 13 lakhs respectively.

NOTE.—Detailed figures of value of stores purchased by individual railways are given in Appendix A of Volume II of this report.

Particulars.	Value of imported materials (in lakhs).			Value of indigenous materials (in lakhs).	Total purchases (in lakhs).	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1940-41.	1939-40.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. Bridge work and its parts, fittings and special fastenings.	..	1	1	2	3	16
B. Engineering plant and components including all hand and power machinery.	..	5	5	2	7	7
C. Workshop machinery, plant and equipment including pneumatic machinery and tools.	2	17	19	2	21	27
D. Permanent-way material and track tools.	1	3	4	3,41	3,45	3,36
E. Rolling-stock . . .	51	1,33	1,84	1,39	3,23	3,89
F. Building materials, water mains, sewage system and track and yard enclosing materials and signal and interlocking materials, etc.	3	12	15	38	53	53
G. Stores hardware, copper, tin and zinc ware, all leather, canvas and India rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	13	1,37	1,50	4,99	6,49	6,10
H. Electrical and train and locomotive lighting plants and materials, etc., and telegraph and telephone equipment.	7	54	61	12	73	64
All other stores . . .	3	1,22	1,25	1,90	3,15	2,65
Total .	80	4,84	5,64	12,25	17,89	17,67

82. Increased in-take of indigenous goods.—The comparative figures for the years 1939-40 and 1940-41 are given below: these include purchases made through the Indian Stores Department and by the Railway Board.

Railways.	Year.	Total value of purchases (in lakhs).				Percentage of Column 5 to Column 6.
		Stores imported direct.	Imported stores purchased in India.	Stores of Indian manufacture or of indigenous origin.	Total.	
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	
State-managed .	1939-40	1·88	3,43·57	6,81·30	10,26·75	66·4
	1940-41	**3·94**	**3,12·20**	**7,47·96**	**10,64·10**	**70·3**
Company-managed .	1939-40	1,37·34	1,59·96	4,42·80	7,40·10	59·8
	1940-41	**76·46**	**1,71·77**	**4,76·88**	**7,25·11**	**65·8**
Total .	1939-40	1,39·22	5,03·53	11,24·10	17,66·85	63·6
	1940-41	**80·40**	**4,83·97**	**12,24·84**	**17,89·21**	**68·5**

Compared with 1939-40, the position is :—

(In lakhs.)

Items.	State-managed Railways.	Company-managed Railways.	Total.
	Rs.	Rs.	Rs.
A. Stores imported direct .	+2·06	−60·88	−58·82
B. Imported stores purchased in India . .	−31·37	+11·81	−19·56
C. Stores of indigenous origin . . .	+66·66	+34·08	+1,00·74
Total .	+37·35	−14·99	+22·36

82.1. Value of stores purchased through the Indian Stores Department for State- and Company-managed Railways (Class I).—The comparative figures for the years 1939-40 and 1940-41 are :—

Railways.	Year.	Total value of stores purchased (lakhs).	Value of stores purchased through the Indian Stores Department.	
			Amount (lakhs).	Percentage of the total value of stores purchased.
		Rs.	Rs.	
State-managed . .	1939-40	10,26·75	4,69·32	45·72
	1940-41	**10,64·10**	**4,58·19**	**43·06**
Company-managed .	1939-40	7,40·10	23·68	3·87
	1940-41	**7,25·11**	**10·14**	**1·39**
TOTAL .	1939-40	17,66·85	4,93·00	28·19
	1940-41	**17,89·21**	**4,68·33**	**26·18**

In addition the Indian Stores Department purchased on behalf of the Chief Mining Engineer (Railway Board), the Central Publicity Officer and the Railway Clearing Accounts Office stores valued at Rs. 6·26 lakhs during 1940-41 as against Rs. 7·69 lakhs during 1939-40.

Reduced purchases of machinery, hardware and miscellaneous stores were mainly responsible for the decline in the value of stores purchased through the Indian Stores Department.

82.2. Value of stores purchases controlled by the Railway Board.—As in previous years, the Railway Board purchased rails, sleepers (steel, cast iron and wood), wagons and underframes both for the State and Company-managed Railways and fuel and fuel oil for State-managed Railways. Compared with 1939-40, the position is:—

Railways.	Year.	Total value of stores purchased (lakhs).	Value of stores purchases controlled by the Railway Board.	
			Amount (lakhs.)	Percentage of the total value of stores purchased.
		Rs.	Rs.	
State-managed	1939-40	10,26·75	3,90·79	38·07
	1940-41	**10,64·10**	**3,73·12**	**35·06**
Company-managed	1939-40	7,40·10	1,71·35	23·15
	1940-41	**7,25·11**	**1,60·06**	**22·07**
TOTAL	1939-40	17,66·85	5,62·14	31·82
	1940-41	**17,89·21**	**5,33·18**	**29·80**

The decline in the value of purchases is primarily due to reduced wagon building and coaching underframe programmes; orders for wooden sleepers were also on a smaller scale.

82.3. Direct purchases by Railways.—The value of direct purchases made by railways during 1940-41 amounted to about Rs. 788 lakhs compared with Rs. 707 lakhs for 1939-40. Metals, painters' stores, timber and locomotive fittings were the main items contributing to the increase, but there was an appreciable increase also in the purchases of miscellaneous stores of all kinds.

83. Stores Balances.—The statement below compares the total stores balances at the end of 1940-41 with those at the end of 1939-40.

(Lakhs of rupees.)

Years.	A.B.	B.N.	B., B. & C.I.	E.B.	E.J.	G.I.P.	M. & S.M.	N.W.		S.I.	Other railways.	Total.
								Commercial.	Strategic.			
1939-40	38	1,31	90	73	1,86	1,25	51	2,68	37	69	56	11,24
1940-41	**40**	**1,57**	**93**	**95**	**2,27**	**1,40**	**56**	**2,65**	**35**	**79**	**62**	**12,49**

84. Air-conditioned coaches.—Seven air-conditioned coaches for the use of first class passengers were built in the shops of the North Western Railway and placed in regular service from May 1940 on the Peshawar-Bombay, Lahore-Karachi and Lahore-Kalka services of the North Western Railway. At the same time the Bombay, Baroda and Central India Railway completed an additional four thus bringing their total stock of air-conditioned coaches up to 10; these additional coaches also commenced operating from May 1940 and augmented the service on the Bombay-Peshawar route.

From 1st June 1940 a tri-weekly air-conditioned service between Bombay and Howrah superseded that previously run daily and the stock so freed was utilised to inaugurate a tri-weekly service between Howrah and Delhi.

85. Cost of maintenance of locomotives, carriages and wagons and their operation on Class I Railways.—The total expenditure including the cost of fuel amounted to :—

	1939-40. Rs. (Crores).	1940-41. Rs. (Crores).	Percentage increase.
Broad gauge	16·64	17·44	4·81
Metre gauge	4·86	4·91	1·03

The increase of Rs. 80 lakhs on the broad gauge has been chiefly under fuel, which has increased by about Rs. 57 lakhs due to the cost of coal per ton including freight having risen sharply as compared with 1939-40 on all railways except the East Indian and South Indian. Other minor increases occur under locomotive operating expenses Rs. 7 lakhs, locomotive shop repairs Rs. 10 lakhs and carriage shop repairs Rs. 5 lakhs. An increase of Rs. 5 lakhs occurs on the metre gauge of which approximately Rs. 4 lakhs is accounted for by locomotive operating expenses.

The figures of gross ton miles are :—

	1939-40. (Millions).	1940-41. (Millions).	Percentage increase.
Broad gauge	75,245	79,271	5·36
Metre gauge	15,775	15,887	0·71

86. Central Standards Office for Railways.

86.1. Civil Engineering Branch.—During the year under review, some of the important designs issued by the Civil Engineering Branch are mentioned below :—

Bridges—

Reinforced concrete slab tops (twin slab type) for broad gauge for M. L. standard of loading.

Track—

Drawings for turnouts for 3 ft. 6 ins., metre and standard gauges required in connection with the war.

86.2. Civil Engineering Publications.—During the year under review, a revised edition of the Indian Railway Standard Code of Practice for the design of Bridge Piers and Abutments was issued.

87. Mechanical Engineering Branch.

87.1. Mechanical Drawing Office.—Modifications to I. R. S. wagon parts, underframes, automatic vacuum brake and coaching body fittings recommended by the Carriage and Wagon and Electrical Standards Committees and others were incorporated in the master sets of drawings maintained.

During the year under review, approximately 116 new wagon, underframe, and carriage and wagon part drawings were prepared and issued.

Drawings relating to the conversion of 'XG' type locomotives to 2-8-2 type were prepared for the North-Western Railway administration.

Standard drawings for lower class and brake luggage and third class vehicles incorporating improved accommodation and amenities for lower class passengers on a scale laid down by the Railway Board, were prepared for examination and criticism by the Carriage and Wagon Standards Committee at their March 1941 meeting. Further improvements suggested by the Committee at this meeting are being shown in the drawings before issue to railways. The fact that these drawings are available will be of great assistance when railway workshops undertake building programmes on a large scale.

Trouble has been experienced in the past with metre gauge goods brake vans, the underframes of which have proved to be weak. The Central Standards Office were able to place before the Carriage and Wagon Standards Committee a preliminary arrangement of a new design and this was accepted for future builds as stronger and generally improved.

Towards the end of the period under review layouts were prepared for both broad and metre gauge ambulance trains. These trains are to be constructed in Railway Workshops for the Defence Department.

88. Specification Branch.

88.1. Specifications.—During the year under review new Indian Railway Standard Specifications for the following items were issued :—

(i) Double wire signalling ropes, 6 × 19 provisional.
(ii) Pressure gauge, steam and hydraulic.
(iii) Springs, upholstery.
(iv) Bristle, hair, fibre and cane brushes (other than painters' brushes).
(v) Steel wire brushes.

Furthermore 16 I.R.S. specifications were revised and re-issued while 17 were modified.

Twelve new and as many revised I.S.D. specifications and two B.S. specifications were adopted for use on Railways.

As an emergency war measure and with a view to encouraging indigenous manufacture, certain provisions in some of the I.R.S. specifications were relaxed. In a few cases the purchase of materials to American specifications has been permitted.

To assist railways in obtaining material required in the present emergency, comparative statements of American equivalents of I.R.S. specifications for items of steel, copper and brass, etc., affecting 37 I.R.S. specifications and 41 American specifications were prepared and circulated to railways and the Controller of Steel Supplies. These statements are kept up-to-date and revised when revisions are issued to American specifications.

89. Standardization Committees.

89.1. Bridge Standards Committee.—The Committee met in December 1940. It considered the drafts of the Steel Bridge Code and the Arch Bridge Code prepared by the Central Standards Office. Revision of certain clauses of the Pier and Abutment Code, the Bridge Rules and the Steel Structures Code was recommended. The Committee further outlined the features that should be incorporated in the future standard designs of turntables.

89.2. Track Standards Committee.—The Committee met in November 1940. It laid down the lines on which the designs of steel beaters and claw bars could be improved, considered the standardization of C.S.T. 9 cast iron sleepers and suggested modifications to the existing design of spring crossings. It further recommended that railways should carry out trials with fishing fit nose blocks and with faced wing rails in order to determine their effects in increasing the life of a crossing.

89.3. Signalling and Interlocking Standards Committee.—The Committee met in January 1941 when besides suggesting modifications to certain signal fittings it took a complete stock of the existing standard signal fittings with a view to increase their usability by Indian railways. It further recommended a general policy which will facilitate the subsequent standardization of double wire signal fittings. Revision of certain parts of the Signal Manual was also completed.

89.4. Locomotive Standards Committee.—The Locomotive Standards Committee met twice during the period under review. The first meeting, held in December 1940, dealt with points which have arisen during the previous twelve months on the different features of I.R.S. locomotive and tender design. An important step forward in standardization was taken at this meeting when the Committee made recommendations (which the Board approved) for the cancellation of many alternatives to I.R.S. loco. fittings and components which have been introduced in previous years. Although the agenda included fundamental subjects such as the design of tube plates to give maximum thermodynamical efficiency, the staying of large fireboxes, design of intermediate draw gear, etc., it was possible to place before the Committee several

minor details for giving improved maintenance. One example might be quoted of an improved strainer for boiler feed water. Of very simple design, this is for fitting outside engine tenders and made so that it can be cleaned in five minutes by a driver running through districts where he has to take dirty monsoon waters.

The second meeting of the Locomotive Standards Committee was held in February 1941 for the purpose of making recommendations, based on domestic and Railway Board trials in connection with the heated bearing problem, for future standard axlebox design and for modifications to be made to existing locomotives. Before the end of the financial year the Central Standards Office commenced the preparation of part drawings of loco. axleboxes and fittings incorporating the proposals made by the Committee.

89.5. Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee met in March 1941 and dealt with an agenda containing several items of considerable importance. Besides examining the standard drawings of lower class and brake luggage and third class vehicles incorporating improved accommodation and amenities and also the strengthened design of the metre gauge goods brake van, several modifications which had to be made to standards in order to work in conjunction with firms rolling certain steel sections for military requirements and to conserve essential war materials were brought to the notice of the Committee who were invited to discuss the possibility of using scrap tyre steel for manufacturing laminated springs.

As with Locomotive Standards Committee it was possible to lay down several modifications of a comparatively minor nature to improve maintenance and operation. Where these concern wagon users every attempt is made to ascertain the views of the main industries involved. A more satisfactory wheel bar for motor vans, for instance, is desirable and the Committee decided at its meeting to get into touch with motor dealers at main centres before making definite recommendations.

89.6. Standing Committee on Standards and Specifications for Indian Railways.—On account of a large number of reports on various items not being available and due to war conditions, the meeting of the Standing Committee on Standards and Specifications was not held this year.

89.7. Electrical Standards Committee.—The Electrical Standards Committee met in New Delhi in November 1940 and considered several I.S.D. and I.R.S. specifications.

The Committee discussed various items the principal being the standardization of Suspension Link, Axle Pulley, Dynamo driving pulleys, etc., for Train Lighting Dynamos for both broad and metre gauge stock.

90. Research and Development.

90.1. Civil Engineering Branch.—

(a) *Track Research.*—The Research Officers have devoted most of their time to investigations of oscillation of locomotives. Track surveys have been made at each site of these locomotive oscillation trials in order to correlate lateral effects with track maintenance.

Collection of data in regard to temporary and permanent lateral distortion of the track and in regard to elastic modulus has been continued.

A dynamic track testing machine has been designed and its manufacture has been put in hand. It is intended to use this machine to determine the resistance of metal and timber tracks to lateral distortion and to find the factor of safety present under rapidly applied dynamic lateral loads.

An investigation has been made of unusual lateral wear of rails on the Samasata-Bhatinda section, North Western Railway. Modifications to the lateral controls of the locomotives running on this section have been recommended and it is believed that the trouble has been cured.

(b) *Duplex joint sleepers.*—These sleepers continue to give satisfactory results on several railways.

(c) *Guard rails for level crossings.*—As designed the guard rail consisting of a rolled steel flat has no direct support and depends for this entirely on the bolt. To remedy this defect which caused the bolts to bend, the distance block has been redesigned to have a shoulder to support the guard rail. Trials with redesigned block are going to be carried out.

(d) *Rail expansion joints.*—The trials with these joints are continuing.

(e) *Heat-treated fishplates.*—The trials already in progress on the East Indian Railway have been confined to track of the highest class, *i.e.*, new 90 lb. rails on N+6 sleepers per rail. It will be a long time before any conclusive results about the value of heat-treatment will be obtainable in these conditions. To obtain quicker results, it has been decided to carry out trials of heat-treated fishplates on sections where the track is weak or hogged rails are prevalent.

(f) *Staggered rail joints.*—Sufficient experience has not yet been gained to enable definite conclusions to be arrived at. The experiments on the North Western Railway are continuing.

(g) *Spring crossings.*—Some minor modifications have been made to the design and the East Indian and Eastern Bengal Railways are going to try out the modified designs.

(h) *Improvements to track on Bridges.*—Rubber pads under rails on all steel track continue to give satisfactory service. Plastex pads cast *in situ* have been found to be unsuitable as they deteriorate rapidly.

(i) *Welded rail joints.*—In addition to the trials of thermit welded rail joints on the North Western, East Indian and Great Indian Peninsula Railways, the Bengal Nagpur Railway is also making trials in sidings of the different types of welded joints in which the heads of the rails are butt welded and the fishplates are welded at the top or bottom fishing planes or both to the web of the rail. If the strength of these joints is found to be adequate, they will be tried in the main line carrying traffic at speeds up to 40 miles per hour.

(j) *Corrosion tests on different kinds of steel.*—The tests are being continued. It has been decided that half the number of test plates should be exposed for 3 years before the loss of weight due to corrosion is determined. In the case of the remaining half the loss of weight due to corrosion will be determined annually as hitherto.

(k) (i) *Experiments with metal sprayed plates and with plates coated with cement wash,*

(ii) *Experiment with "limit spanner" for prevention of creep.* There is at present nothing further to report on these trials.

(l) *Reversed jaw C.S.T. 9 sleepers.*—These sleepers have been designed to make the removal (by inexpert wreckers) of a rail from track laid with a mixture of these and ordinary C.S.T. 9 sleepers, a difficult matter. The reports received so far indicate that this object is likely to be achieved.

90.2. Mechanical Research Branch.—The Mechanical Branch of the Central Standards Office Research Organization began to function on the 1st January 1941 and was therefore in existence for three months only of the period covered by this report. From its inception the Mechanical Research Branch has taken over from the Great Indian Peninsula Railway the control of the Dynamometer Car. Dynamometer Car trials on a modernised B. E. S. A. 4-6-0 type locomotive were started early in January 1941 and were still in progress at the end of the period under review. It was considered prudent that during the early stages of development of the Research Branch the scope in the Mechanical Engineering field should be restricted to the investigation of urgent problems facing the two largest state railways (North Western Railway and East Indian Railway). The officer-in-charge of the Mechanical Research Branch took the earliest opportunity to ascertain by discussion with the Chief Mechanical Engineers of these two railways and with other officers responsible for the maintenance of mechanical equipment, the problems most urgently needing investigation, and a programme of research was drawn up. The items in the programme fall into three main categories—

1. Researches directed towards saving in fuel,
2. Researches directed towards saving in the cost of maintenance of locomotives incurred in Mechanical Workshops,
3. Researches directed towards saving in the cost of maintenance of locomotives incurred in Transportation Workshops.

Researches into problems of rolling-stock design were deferred for consideration after the war.

Researches in category 1 include the complete testing of locomotives and the investigation of problems of degree of superheat, steam pressure drop, valve gear and front end design. They generally require the use of the Dynamometer Car and form a long-term programme the benefit of which can be realised only after a considerable lapse of time.

Researches in category 2 have two principal aims :—

(1) Discovery on locomotives undergoing overhaul in Mechanical Workshops of those factors which increase the time out of service and enhance the cost of repairs,

(2) Provision of remedies by developing where necessary suitable changes in design, material or practice.

Researches in category 3 have similar aims to those in category 2 but are specially directed towards items responsible for maintenance expenditure and reduced availability of locomotives in service.

Maintenance and availability problems particularly those in category 3 form the short-term programme of research, the benefits of effective solutions being capable of realisation in a short space of time.

The first stage in any research is the collection of data and in the short time during the period under review that the Mechanical Research Branch was at work it was not to be expected that progress beyond this stage could be made. The Mechanical Research Officer was however on tour frequently during the period visiting workshops and running shed and good progress with the collection of data particularly in respect of researches in category 3 can be recorded.

90.3. Oscillation trials of X class Pacific type engines.—The results of the trials made during 1939-40 were considered by members of the Pacific Locomotive Committee. The Committee noted that the flange pressures exerted by the bogie wheels were higher than had been expected and they recommended that comparative tests should be made with engines fitted with centre bearer bogies and other fitted with side bearer bogies. They recommended that the comparison should be made in the case of both XB and XC engines, the selected engines being tried on East Indian, Great Indian Peninsula, Bombay, Baroda and Central India and Madras and Southern

Mahratta Railways. These tests were made and the results were telegraphed to the Consulting Engineers for the information of the Committee. The flange forces recorded in these trials, even with the side bearer bogie were in certain cases higher than was considered to be desirable. Meanwhile, designs were prepared by the Mechanical Branch for an improved type of centre bearer bogie slide and also for a device for providing a lateral spring control to the hind truck axle of X class pacifics.

These new details have been applied to an XB and an XC engine on which flange force and oscillation trials have been made. A substantial reduction in flange pressures has been noted under a wide range of track conditions. The experiments are still in progress. A limited number of flange force and oscillation trials of B. E. S. A. 4-6-0 locomotives have been made contemporaneously with the X class pacific trials and over the same test sites to provide a basis of comparison.

90.4. Oscillation trials of metre gauge locomotives and rolling stock.—Oscillation and flange force trials were made on YB class pacific and YF class 0-6-2 and 2-6-2 class engines on the Assam Bengal Railway.

In the case of the YB class a comparison was obtained between the behaviour of an engine in the condition as originally designed with that of an engine modified on the lines proposed by the Pacific Locomotive Committee for X class pacifics.

The modified engine gave improved results.

In the case of the YF class comparisons were made between different types of front and rear control including the leading truck both with normal and increased lateral control, the substitution of flat fabric liners for Cartazzi hind truck slides, the provision of German type inter buffing gear and the substitution of corrugated journals for ordinary coupled wheel journals.

The results indicated what relaxation in existing speed restrictions might be made after the various modifications had been made singly and in certain combinations.

The results of all the YB trials have been furnished to metre gauge railways.

A series of flange force tests of metre gauge wagons was made on the Assam Bengal Railway to study the effect of corrugated axle journals when fitted to these vehicles.

90.5. Specifications Branch.—(a) *Paints.*—The condition of paint panels exposed at various places is being recorded at regular intervals by systematic methods. Valuable data regarding the protective properties of various paints under the widely varying climatic condition in India are being obtained. It is expected that final conclusions will be reached by the end of next year and this will complete the work for some years to come.

(b) *Corrosion tests.*—Panel plates of eight types of steel (as mentioned in the 1937-38 Report) were kept under observation and inspected at regular intervals. Their condition was systematically recorded and these were derusted and weighed at the Government Test House, Calcutta. It will be possible to give a conclusive report on this research in a few years time.

CHAPTER VIII.

STAFF.

91. Number of staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1940-41 was 730,436 as compared with 709,022 at the end of 1939-40. The total route mileage at the end of the year was 41,052. The following table shows the number of employees by communities on the 31st March 1940 and 1941. A similar statement showing details by railways is given as Appendix C-I of Volume II of this Report.

Date.	Europeans.	Indians.									Grand Total.
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	
		Hindus other than depressed classes.	Depressed classes.								
31st March 1940* .	2,333	399,715	106,505	157,857	13,099	8,106	18,045	1,505	1,857	706,689	709,022
31st March 1941 .	2,153	415,347	107,118	161,577	13,336	8,520	18,993	1,531	1,861	728,283	730,436

NOTE.—These figures exclude staff on loan from the Indian Audit and Accounts Service.
* Revised figures due to changes made by the railway administrations in the figures published last year.

92. Cost of staff.—The following statement shows the number and cost of all staff, gazetted and non-gazetted, permanent and temporary, open line and construction, employed on Class I Railways during the years 1939-40 and 1940-41. Contractors' labour is not included.

Railway System.	Year.	Number of staff on 31st March.							Cost of staff.			
		Open line.			Construction.			Gazetted Officers on loan from the Indian Audit and Accounts Service				
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.		Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal	1940	60	16,396	16,456	..	..	..	..	10,05,818	69,30,497	79 36,315	79,36,315
	1941	61	16,906	16,967	..	..	..	..	9,83,061	72,99,591	82,82,652	82,82,652
Bengal and North-Western.	1940	71	28,179	28,250	2	341	343	..	11,08,186	76,01,458	87,09,644	87,09,644
	1941	68	28,367	28,435	1	373	324	..	11,30,859	79,80,761	91,11,620	91 11,620
Bengal Nagpur	1940	194	68,638	68,832	..	..	..	..	33,23,589	3,37,65,107	3,70,88,696	3,70,88,696
	1941	189	70,705	70,894	..	..	..	..	31,82,771	3,59,22,179	3,91,04,950	3,91,04,950
Bombay, Baroda and Central India.	1940	176	62,584	62,760	..	1	1	..	30,34,534	3,53,03,326	3,83,37,860	3,83,37,860
	1941	168	66,130	66,298	..	1	1	..	31,12,299	3,64,01,604	3,95,13,903	3,95,13,903

Railway System.	Year.	NUMBER OF STAFF ON 31ST MARCH.							COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.			Gazetted Officers on loan from the Indian Audit and Accounts Service.				
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Eastern Bengal†	1940	121	52,842	52,963	..	..	..	2	22,66,229	2,52,50,135	2,75,16,364	2,75,72,813
	1941	123	55,617	55,740	..	..	..	1	21,02,204	2,55,96,068	2,76,98,272	2,77,51,460
East Indian‡	1940	277	133,293	133,570*	..	46	46	5	50,90,285	6,13,20,399	6,64,10,684	6,65,08,159
	1941	252	134,536	134,788	..	378	378	5	48,60,351	6,29,38,867	6,77,99,218	6,78,98,006
Great Indian Peninsula.	1940	209	78,608	78,817	..	..	..	1	43,05,159	4,38,94,745*	4,81,99,904*	4,82,13,927*
	1941	201	85,920	86,121	..	..	..	..	38,63,586	4,47,78,376	4,86,41,962	4,86,53,774
Jodhpur	1940	26	7,891	7,917	1	775	776	1	3,87,988	29,78,191	33,66,179	33,96,536
	1941	27	8,055	8,082	1	396	397	1	3,29,614	30,74,875	34,04,489	34,35,673
Madras and Southern Mahratta.	1940	136	46,526*	46,662*	..	..	..	..	23,99,574	2,32,22,746	2,56,22,320	2,56,22,320
	1941	134	47,239	47,373	..	..	..	..	22,85,914	2,34,54,887	2,58,46,801	2,58,46,801
Mysore State	1940	31	7,403	7,434	1	22	23	..	2,06,300	26,06,641	28,12,941	28,12,941
	1941	34	7,749	7,783	..	1	1	..	2,10,171	26,74,395	28,84,566	28,84,566
Nizam's State	1940	88	16,368	16,456	6	216	222	..	12,49,163	67,06,194	79,55,357	79,55,357
	1941	89	17,221	17,310	3	112	115	..	10,77,205	70,07,268	80,84,473	80,84,473
North Western	1940	268	102,814*	103,082*	4	1,197*	1,201*	5	46,19,648	5,84,64,063*	6,30,83,711*	6,31,79,766*
	1941	242	103,871	104,113	2	10	12	5	43,40,695	5,72,96,252	6,16,36,947	6,17,14,157
Rohilkund and Kumaon.	1940	14	6,125	6,139	..	..	..	..	1,38,369	15,93,737	17,32,106	17,32,106
	1941	14	6,270	6,284	..	..	..	..	1,90,774	17,45,576	19,36,350	19,36,350
South Indian	1940	127	37,536	37,663	..	61	61	..	19,16,388	1,67,04,567	1,86,20,955	1,86,20,955
	1941	124	39,708	39,832	..	1	1	..	19,15,452	1,68,24,773	1,87,40,225	1,87,40,225
Railway Clearing Accounts Office.	1940	4	1,403	1,407	..	..	..	2	53,357	15,58,467	16,11,824	16,49,160
	1941	5	1,490	1,495	..	..	..	1	63,237	15,94,585	16,57,822	16,96,272
TOTAL	1940	1,862	666,606*	668,408*	14	2,659*	2,673*	16	3,11,54,587	32,81,00,273*	35,90,54,860*	35,93,26,555*
	1941§	1,731	689,784	691,515	7	1,272	1,279	13	2,97,45,360	33,45,92,890	36,43,38,250	36,46,48,882

* Represents revised figures for 1939-40 due to changes made by the railway administrations in the figures published last year.

† Figures for 1940-41 include staff taken over from Bengal Doars Railway, which was class II Railway.

‡ Figures for 1940-41 include staff taken over from Central Publicity Office.

§ Includes figures for Bengal Dooars Railway and Central Publicity Office.

Distribution of cost of Gazetted Officers and Subordinate Staff of the Railway Clearing Accounts Office.

Railway.	Gazetted Officers.		Non-gazetted employees.		Total.		Total including staff on loan from Indian Audit and Accounts Service.	
	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. North Western .	14,179	16,881	4,14,139	4,25,680	4,28,318	4,42,561	4,38,239	4,52,825
2. East Indian .	14,179	16,881	4,14,139	4,25,680	4,28,318	4,42,561	4,38,239	4,52,826
3. Eastern Bengal .	5,317	6,331	1,55,302	1,59,630	1,60,619	1,65,961	1,64,340	1,69,810
4. Great Indian Peninsula.	10,634	12,661	3,10,604	3,19,260	3,21,238	3,31,921	3,28,679	3,39,619
5. Bombay, Baroda and Central India.	9,048	10,483	2,64,283	2,64,335	2,73,331	2,74,818	2,79,663	2,81,192
TOTAL .	53,357	63,237	15,58,467	15,94,585	16,11,824	16,57,822	16,49,160	16,96,272

A comparison of the figures for 1940-41 with those for the previous year shows that the total number of staff employed on the open lines of State and Company-managed Railways increased by 23,107 during the year, but the number of construction staff decreased by 1,394 while the number of staff on loan from the Indian Audit and Accounts Service decreased by 3.

The total cost of staff including that of staff on loan from the Indian Audit and Accounts Service increased by Rs. 52,62,327 during the year. Increases were recorded both in the numbers and cost of staff on all the Railways except the North Western Railway, on which there was a decrease in number as well as in cost. The increase in numbers on Railways was due to employment of additional staff to cope with the increased traffic. The dearness allowance and the extension of provident fund benefits to lower paid staff also contributed to the rise in cost.

A change in accounting procedure is responsible for the large increase in cost on the Bengal Nagpur Railway. On the Eastern Bengal Railway, the increase in the numbers as well as in cost was partly due to the absorption of the Bengal Dooars Railway by the former.

93. Indianisation.

93.1. State-managed Railways.—(a) *Superior Services.*—20 appointments were made to the Superior Railway Services by direct recruitment. Details are given below :—

State-managed Railways—Direct recruitment.

DEPARTMENT.	VACANCIES FILLED BY									
	EUROPEANS.	INDIANS.								
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total.
		Other than Depressed Classes.	Depressed Classes.							
Engineering	3	1	..	1	..	..	2	..	..	4
Accounts	..	..	..	1	..	..	..	..	..	1
Transportation (Traffic) and Commercial.	3	2	..	1	..	..	..	..	..	3
Transportation (Power) and Mechanical Engineering.	1	..	..	..	..	..	..	..	..	..
Other Departments	1	4	..	..	..	..	..	..	..	4
TOTAL	8	7	..	3	..	..	2	..	..	12

The large number of European officers recruited was due to officers selected against indents for previous years joining during the year; difficulties created by the war caused delay in joining in some cases. Only three of the officers were recruited against the quota for 1940-41. Recruitment of European officers has now been suspended for the duration of the war.

Muslims secured 25 per cent. of the Indian vacancies. A further vacancy was reserved for a Muslim in the Coal Department but no qualified Muslim candidate was forthcoming.

State-managed Railways—Promotion.

Four officers were promoted from the Lower Gazetted Service to the Superior Service; of these two were Hindus and two were Anglo-Indians or Domiciled Europeans.

Lower Gazetted Service.—34 promotions were made to the Lower Gazetted Service in the various departments. 11 went to Europeans and 23 to Indians of whom 11 were Hindus, 2 Muslims, 9 Anglo-Indians and Domiciled Europeans, and 1 Sikh.

93.2. Company-managed Railways.—The following table gives a summary of direct recruitment made to the Superior Services on Company-managed Class I Railways (excluding His Exalted Highness the Nizam's State, Jodhpur and Mysore State Railways) during the year under review. A detailed statement by individual railways will be found in Appendix C—V(*a*) of Volume II of this report.

Company-managed Railways—Direct recruitment.

DEPARTMENT.	VACANCIES FILLED BY							
	EUROPEANS.	INDIANS.						
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Parsis.	TOTAL.
		Other than Depressed Classes.	Depressed Classes.					
Agency	..	..	..	1	..	..	..	1
Accounts	..	1	..	..	..	..	..	1
Engineering	1	2	..	1	1	1	1	6
Transportation (Traffic) and Commercial.	..	2	..	..	1	..	..	3
Transportation (Power) and Mechanical Engineering.	..	2	..	..	..	..	..	2
Stores	..	..	..	1	..	..	..	1
Other Departments	2	..	..	..	..	..	..	..
TOTAL	3	7	..	3	2	1	1	14

Percentage { Europeans . . . 17·6
Indians . . . 82·4

Company-managed Railways—Promotion.

Fourteen officers were promoted from lower ranks to the Superior Service during the year. These comprised five Anglo-Indians, four Hindus, three Europeans, one Muslim and one Indian Christian.

State and Company-managed Railways.

The over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, gives percentages as follows:—

	Per cent.
Hindus	53·9
Muslims	23·1
Sikhs	3·8
Indian Christians	7·7
Anglo-Indians and Domiciled Europeans	7·7
Parsis	3·8

94. Review of the progress made since 1934.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1934, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers (both Superior and Lower Gazetted Service) on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1934, 31st March 1940 and 31st March 1941.

Name of Railway.	31st March 1934.											31st March 1940.											31st March 1941.										
		Indians.											Indians.											Indians.									
		Hindus.											Hindus.											Hindus.									
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	56	42	..	6	11	2	3	..	1	65	121	39	58	..	8	17	..	1	..	..	82	121	37	58	..	8	15	1	3	1	..	86	123
East Indian	174	78	..	14	34	3	2	..	2	133	307	106	107	..	15	38	5	2	..	..	171	277	94	99	..	14	34	5	2	3	..	158	252
Great Indian Peninsula	145	35	..	11	9	..	7	..	6	68	213	106	52	..	15	18	..	11	8	..	103	209	94	55	..	15	18	..	12	7	..	107	203
North Western	136	80	..	22	14	10	5	..	..	131	267	106	90	..	35	22	15	4	..	..	166	272	83	82	..	37	21	17	4	..	..	161	244
Railway Board and miscellaneous offices.	38	10	..	6	6	..	..	..	1	24	62	45	21	..	3	6	2	2	..	..	33	78	41	27	..	2	5	2	1	..	..	37	78
TOTAL	549	245	..	59	74	15	18	..	10	421	970	402	327	..	74	101	22	20	11	..	555	957	349	321	..	76	93	25	23	11	..	549	898
Company-managed Railways.																																	
Assam Bengal	39	15	..	5	7	1	..	..	..	28	67	25	19	..	6	6	2	..	1	..	32	60	27	29	..	6	6	1	..	1	..	34	61
Bengal Nagpur	125	42	..	7	14	2	1	..	2	68	193	92	50	..	15	32	3	1	1	..	102	194	86	52	..	17	29	3	1	1	..	103	189
Bengal and North-Western	50	7	..	4	2	..	..	..	..	13	72	51	9	..	6	4	1	1	..	..	22	78	46	8	..	8	2	4	1	..	..	23	69
Bombay, Baroda and Central India	123	32	..	3	2	1	3	..	7	48	171	92	45	..	18	3	3	3	11	..	84	176	86	40	..	16	7	5	12	..	1	82	168
Madras and Southern Mahratta	96	27	..	6	2	3	3	..	5	43	139	79	42	..	8	7	3	6	6	..	66	136	65	44	..	4	7	2	6	..	..	69	134
Rohilkund and Kumaon	10	2	..	3	..	..	..	..	..	5	15	6	3	..	2	3	..	..	..	..	8	14	7	3	..	2	2	..	..	..	..	7	14
South Indian	78	45	..	1	6	..	1	..	..	56	122	53	58	..	4	11	..	3	..	..	76	127	40	56	..	5	11	..	3	..	..	75	124
TOTAL	525	170	..	28	40	6	8	..	14	264	786	390	223	..	55	61	11	16	20	1	390	780	366	223	..	58	64	11	16	20	1	393	759
GRAND TOTAL	1,074	415	..	82	114	21	26	..	24	682	1,756	792	550	..	132	162	33	36	32	1	945	2,737	715	544	..	134	157	36	39	31	1	942	1,657

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1934.	1940.	1941.
Europeans		State-managed Railways	50·60	42·61	38·86
		Company-managed Railways.	66·29	50·00	48·22
		TOTAL	68·16	45·86	43·15
Indians	Hindus	Other than Depressed classes. — State-managed Railways	25·26	34·27	35·75
		Other than Depressed classes. — Company-managed Railways.	21·65	28·59	29·39
		Other than Depressed classes. — TOTAL	23·53	31·64	32·83
		Depressed classes. — State-managed Railways	..	..	..
		Depressed classes. — Company-managed Railways.	..	..	..
		Depressed classes. — TOTAL	..	..	..
	Muslims	State-managed Railways	6·06	7·73	6·48
		Company-managed Railways.	2·93	7·44	7·64
		TOTAL	4·67	7·60	8·09
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	7·63	10·55	10·34
		Company-managed Railways.	5·69	7·82	9·43
		TOTAL	6·49	9·33	9·48
Indians—*concld.*	Sikhs	State-managed Railways	2·54	2·39	2·78
		Company-managed Railways.	0·76	1·41	1·45
		TOTAL	1·20	1·90	2·12
	Indian Christians	State-managed Railways	1·86	2·09	2·56
		Company-managed Railways.	1·02	2·05	2·11
		TOTAL	1·48	2·07	2·35
	Parsis	State-managed Railways	*	1·15	1·25
		Company-managed Railways.	*	2·56	2·94
		TOTAL	*	1·78	1·97
	Other communities	State-managed Railways	1·02	..	..
		Company-managed Railways.	1·78	0·13	0·13
		TOTAL	1·37	0·06	0·06
	TOTAL	State-managed Railways	43·40	57·99	61·14
		Company-managed Railways.	33·21	50·00	51·78
		TOTAL	38·34	54·40	56·85

* Parsis included in "other communities" in 1934.

NOTE.—The staff on loan from the Indian Accounts and Service are not included.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways), on the 31st March 1934, 31st March 1940 and 31st March 1941.

Name of Railway.	31st March 1934.											31st March 1940.											31st March 1941.										
		Indians.											Indians.											Indians.									
		Hindus.											Hindus.											Hindus.									
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number as the Railway (column plus 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column plus 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column plus 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	63	142	..	9	169	4	3	..	3	330	393	45	194	..	11	146	6	3	..	4	364	409	50	211	..	13	143	8	3	..	4	382	432
East Indian	477	458	..	53	921	17	7	..	5	1,461	1,938	262	568	2	72	912	12	9	3	7	1,585	1,847	232	590	3	75	906	13	7	4	7	1,605	1,837
Great Indian Peninsula	252	225	..	35	614	10	100	..	77	1,061	1,313	110	251	1	37	641	13	87	41	26	1,097	1,207	117	250	1	37	604	9	76	39	24	1,040	1,157
North Western	333	337	..	181	352	92	23	..	33	1,018	1,351	206*	384	..	248	328*	97*	17*	22	13*	1,109*	1,315*	225	370	..	243	270	95	15	21	12	1,026	1,251
Railway Board and miscellaneous offices.	1	134	..	27	24	12	5	..	2	204	205	6	178	1	30	26	13	5	..	..	253	259	5	174	1	35	21	13	5	..	..	249	254
TOTAL	1,126	1,296	..	305	2,080	135	138	..	120	4,074	5,200	629*	1,575	4	398	2,053*	141*	121*	66	50*	4,403*	5,037	629	1,595	5	403	1,944	138	106	64	47	4,302	4,931
Company-managed Railways.																																	
Assam Bengal	17	34	..	4	38	2	1	..	3	82	99	12	39	1	5	46	5	3	..	..	99	111	12	39	1	5	48	2	5	..	1	101	113
Bengal Nagpur	181	201	..	19	395	16	12	..	6	649	830	67	247	2	24	466	17	32	3	..	791	858	50	283	2	27	570	18	13	3	2	918	968
Bengal and North-Western	16	20	..	9	58	1	1	..	..	89	105	16	31	1	7	66	..	..	..	1	106	122	18	28	1	7	66	..	..	..	1	103	121
Bombay, Baroda and Central India	139	300	..	35	317	4	42	..	119	817	956	130	336	..	31	280	2	32	95	33	809	939	125	345	1	36	268	2	34	95	33	814	939
Madras and Southern Mahratta	68	51	..	..	184	..	4	..	6	245	313	43	64	..	2	144	2	5	4	1	222	265	40	65	..	2	144	2	7	5	1	226	266
Rohilkund and Kumaon	7	2	..	1	10	..	..	..	..	13	20	3	3	..	3	14	..	..	..	..	20	23	1	3	..	3	17	..	..	..	..	23	24
South Indian	39	90	..	6	159	..	10	..	1	266	305	21	89	1	10	117	..	16	..	..	233	254	16	93	2	7	120	..	18	..	..	240	256
TOTAL	467	698	..	74	1,161	23	70	..	135	2,161	2,628	292	809	5	82	1,133	26	88	102	35	2,280	2,572	262	856	7	87	1,233	24	77	103	38	2,425	2,687
GRAND TOTAL	1,593	1,994	..	379	3,241	158	208	..	255	6,235	7,828	921*	2,384	9	480	3,186*	167*	209*	168	85*	6,688*	7,609*	891	2,451	12	490	3,177	162	183	167	85	6,727	7,618

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1934.	1940.	1941.
Europeans		State-managed Railways	21·65	12·49*	12·76
		Company-managed Railways.	17·76	11·35	9·75
		TOTAL	20·35	12·10*	11·70
Indians	Hindus — Other than Depressed classes.	State-managed Railways	24·92	31·26	32·35
		Company-managed Railways.	26·55	31·45	31·86
		TOTAL	25·47	31·38	32·17
	Hindus — Depressed classes.	State-managed Railways	..	0·08	0·10
		Company-managed Railways.	..	0·20	0·26
		TOTAL	..	0·12	0·16
	Muslims	State-managed Railways	5·87	7·90	8·17
		Company-managed Railways.	2·82	3·19	3·24
		TOTAL	4·84	6·30	6·43
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	40·00	40·76*	39·42
		Company-managed Railways.	44·16	44·05	45·89
		TOTAL	41·40	41·87*	41·70
Indians—*concld.*	Sikhs	State-managed Railways	2·60	2·80*	2·89
		Company-managed Railways.	0·88	1·01	0·89
		TOTAL	2·02	2·20*	2·13
	Indian Christians	State-managed Railways	2·65	2·40*	2·15
		Company-managed Railways.	2·66	3·42	2·87
		TOTAL	2·66	2·75*	2·40
	Parsis	State-managed Railways	†	1 31	1·30
		Company-managed Railways.	†	3·97	3·83
		TOTAL	†	2·21	2·19
	Other communities	State-managed Railways	2·31	1·00*	0·95
		Company-managed Railways.	5·17	1·36	1·41
		TOTAL	3·26	1·12*	1·12
	TOTAL	State-managed Railways	78·35	87·51*	87·24
		Company-managed Railways.	82·24	88·65	90·25
		TOTAL	79·65	87·90*	88·30

* Revised figures.

† Parsis included in "other communities" in 1934.

It will be observed that the Indian element in the superior services has risen from 43·40 per cent. on State-managed and 33·21 per cent. on Company-managed Railways in 1934 to 61·14 per cent. on State-managed and 51·78 per cent. on Company-managed Railways in 1941. Among Indians the percentages by communities in the years 1934 and 1941 were as shown below :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1934.	1941.	1934.	1941.
Hindus — Other than depressed classes	25·26	35·75	21·63	29·38
Hindus — Depressed classes	..	..	..	..
Muslims	6·08	8·46	2·93	7·64
Anglo-Indians and Domiciled Europeans.	7·63	10·36	5·09	8·43
Sikhs	1·54	2·78	0·76	1·45
Indian Christians	1·86	2·56	1·02	2·11
Parsis	*	1·23	*	2·64
Other Communities	1·03	..	1·78	0·13

* Parsis were included in "Other communities" in 1934.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1934.	1941.	1934.	1941.
Europeans	21·65	12·76	17·76	9·75
Indians—				
Hindus — Other than depressed classes.	24·92	32·35	26·55	31·86
Hindus — Depressed classes	..	0·10	..	0·26
Muslims	5·87	8·17	2·82	3·24
Anglo-Indians and Domiciled Europeans.	40·00	39·42	44·16	45·89
Sikhs	2·60	2·80	0·88	0·89
Indian Christians	2·65	2·15	2·66	2·87
Parsis	*	1·30	*	3·83
Other Communities	2·31	0·95	5·17	1·41
Total Indians	78·35	87·24	82·24	90·25

* Parsis were included in " Other communities " in 1934.

95. Representation of minority communities in subordinate railway services.—The figures given in Appendix C-V (*b*) of Volume II of this report (which corresponds with Appendix G-II, Volume I, of years previous to 1939-40) show by communities, the number and percentage of subordinate staff (excluding labourers and inferior servants), recruited to both permanent and temporary posts on State and Company-managed Railways during the year 1940-41. The following figures show the overall percentages on State and Company-managed Railways during the six years ending with 1940-41.

(i) *Combined percentage figures of permanent and temporary recruitment.*

—	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
Europeans	0·19	0·2	0·1	0·1	0·2	0·1
Hindus	57·09	54·1	55·0	56·0	57·5	56·9
Muslims	28·50	31·2	29·9	29·9	29·2	28·8
Anglo-Indians and Domiciled Europeans.	8·33	8·7	9·2	7·6	7·5	6·9
Sikhs	1·70	2·1	2·3	2·2	2·1	2·2
Indian Christians	3·49 (5·51)	3·1 (5·5)	2·8 (5·6)	3·4 (6·1)	3·0 (5·4)	4·3 (7·1)
Parsis	0·32	0·3	0·5	0·5	0·3	0·6
Other communities	0·38	0·3	0·2	0·3	0·2	0·2

(ii) *Percentage figures of permanent recruitment.*

Europeans	..	0·5	0·4	0·3	0·2	0·1
Hindus	..	55·6	56·0	54·4	58·0	58·7
Muslims	..	26·4	26·5	27·1	24·8	23·3
Anglo-Indians and Domiciled Europeans.	..	10·7	10·9	10·3	9·5	9·6
Sikhs	..	1·2	1·8	2·2	1·8	1·3
Indian Christians	..	4·5 (6·2)	3·6 (6·0)	4·2 (7·3)	4·5 (7·1)	5·6 (7·9)
Parsis	..	0·5	0·6	0·9	0·8	1·0
Other communities	..	0·6	0·2	0·6	0·4	0·4

(iii) *Percentage figures of temporary recruitment.*

Europeans	..	..	0·1	..	0·2	0·1
Hindus	..	53·0	54·4	56·9	57·0	55·8
Muslims	..	34·6	31·8	31·4	31·9	31·9
Anglo-Indians and Domiciled Europeans.	..	7·4	8·3	6·1	6·3	5·4
Sikhs	..	2·8	2·5	2·2	2·4	2·7
Indian Christians	..	2·1 (5·0)	2·4 (5·3)	3·0 (5·5)	2·0 (4·5)	3·5 (6·6)
Parsis	..	0·1	0·4	0·3	0·1	0·4
Other communities	..	..	0·1	0·1	0·1	0·2

NOTE.—Separate figures for permanent and temporary recruitment by communities for 1935-36 are not available.

From the figures given above it will be noticed that during the year under review the Anglo-Indian community did not obtain its quota of the combined permanent and temporary posts. This was due to the community obtaining only 5·4 per cent. in temporary recruitment, as members of this community do not generally offer themselves for such vacancies. They, however, obtained more than their prescribed percentage in permanent recruitment. The Muslims on the other hand while obtaining more than their reservation in total recruitment, fell below their quota in permanent recruitment. The reasons for this were firstly abnormally high recruitment on Company-managed Railways which have as a group lower percentage reservations for Muslims than State-managed Railways and the failure in particular of the

South Indian Railway to recruit its rather large quota owing to the difficulty of obtaining qualified candidates. The State-managed railways, however, were able to obtain Muslims in excess of their reservations.

It was mentioned in the last year's report that Mr. Frank D'Souza was placed on special duty in December 1939 to review the working of the rules and orders relating to the representation of minority communities in the services of the four State-managed Railways. Mr. D'Souza's report, which was received during the year under review, showed that the regulations on the subject had been followed and that the recruitment of minority communities had with very few exceptions been conducted in the manner and to the extent laid down by Government. Mr. D'Souza, however, in addition to pointing out certain errors of procedure in matters of detail on particular railways, made a number of recommendations designed, in his view, to give greater confidence to minority communities. Orders on his suggestions regarding procedure were issued during the year; his other recommendations are still under consideration.

96. Training of Staff.—Area Schools.—The School of Transportation at Chandausi and the Technical School at Jamalpur on the East Indian Railway are continuing their valuable work of training candidates on first appointment and providing refresher courses to staff already in service. In the former a training course for Commercial probationers was introduced during the year and in the latter it is now found possible to give training in fuel economy to staff not merely of the East Indian Railway but also of the Bengal Nagpur, Eastern Bengal and Madras and Southern Mahratta Railways. The Walton Training School on the North Western Railway has likewise continued its work of affording instructions to recruits and other employees.

97. Improvement in the service conditions of the staff.—(a) *Extension of Provident Fund Benefits.*—The consideration of extending provident fund benefits to those who had not already enjoyed them mentioned in last year's report resulted during the year under review in the decision that those in the following categories who were not previously allowed to subscribe to the fund should have the option of doing so with effect from the 1st of January 1941; (*a*) all employees irrespective of pay or status who have more than 16 years' service and (*b*) all employees drawing over Rs. 30 a month. This improvement in terms of service affords to a large body of lower paid railway servants an opportunity of making a more adequate provision for their retirement than was possible in the past.

(b) *Hours of Employment Regulations.*—These regulations were extended to the Rohilkund and Kumaon and South Indian Railways from the 1st April 1940 and to the Assam Bengal and Bengal Nagpur Railways from the 1st January 1941. This completes the process of bringing all the employees of State-owned railways within the scope of these Regulations.

97.1. Labour Legislation.—(a) *The Payment of Wages Act.*—In paragraph 101 of last year's report it was stated that railway administrations had been asked to report on the working of the Act, and any difficulties experienced in its application. Their reports showed that while in general staff had benefited by the Act, considerable additional work had been thrown on Administrations and the Act appeared to need amendment in certain respects, particularly, with a view to the continuance of certain deductions such as, those relating to Security Deposits, repayment of Provident Fund bonus, etc., which should, in the interests of the staff, be continued.

It was also stated in last year's report that railway administrations had been asked to review their existing procedure in dealing with disciplinary cases to see that such action did not tend to defeat the intentions underlying the Act. From reports received from railways the Board are satisfied that the procedure in force does not in practice defeat the intentions of the Act and that the few railway administrations who had adopted a "Conduct Marks" system had examined those systems with the same result.

References from railways regarding the correct observance of the Act continued to engage the attention of the Board.

(b) *Conciliation Officer (Railways) and Supervisor of Railway Labour.*—The jurisdiction of this officer of the Labour Department extends at present to the Eastern Bengal, East Indian, Bengal Nagpur and Calcutta Port Commissioners Railways.

98. Railways Sports.—At their 12th annual general meeting held at New Delhi on the 25th of October 1940, the Indian Railways Athletic Association agreed that though it was desirable to continue the Inter-Railway Tournaments, held in New Delhi, the difficulties of releasing staff during the war for these competitions made it impracticable to do so. The Inter-Railway Tournaments at New Delhi have been discontinued for the period of the war, and although there has been some diminution in athletics and sports on individual railways inter-railway tournaments are still held locally where it is possible to make arrangements without interfering with war work.

99. Organised Labour—All-India Railwaymen's Federation.—As stated in paragraph 103 of last year's report a special meeting between the Railway Board and the All-India Railwaymen's Federation was held on the 4th and 5th April 1940, at which (*a*) the extension of Provident Fund benefits and (*b*) the position of railway labour due to rising prices were discussed. The nineteenth half-yearly meeting between the Railway Board and the Federation was held on the 8th January 1941, at which the following subjects so far as they referred to State-managed railways were discussed :—

(*a*) alleged grievances of employees of the Bengal-Dooars Railway on their transfer to State Railway Service,

(*b*) alleged grievances of *ex*-apprentices and retrenched employees,

(*c*) working of the rules regulating discipline and rights of appeal, and

(*d*) age of compulsory retirement for inferior servants.

As well as the above, special meetings with the Federation were also held on the 8th February and 15th March 1941 for discussions regarding the grant of a dearness allowance to railway employees, a matter which is dealt with in the next paragraph.

100. Dearness Allowance.—It was mentioned in the last year's report that the question of the grant of an increase in wages to railway employees in view of the rise in the cost of living since the outbreak of the war, was discussed with a deputation of the All-India Railwaymen's Federation just after the close of that year, *i.e.*, in April 1940. During the year under review, a Court of Enquiry under the Chairmanship of the Honourable Mr. Justice B. N. Rau, was appointed by Government to enquire into and report on the rise in the cost of living for lower paid staff and the justification if any for the grant of a war allowance to them. In order to expedite a decision in the matter, the enquiry was confined to the Great Indian Peninsula Railway, but Government undertook to consider the application to the employees of other State-managed Railways of any principles that might be adopted as a result of the enquiry in the case of Great Indian Peninsula Railway staff. After consideration of the Court's report by Government, the matter was discussed with a deputation of the All-India Railwaymen's Federation in February 1941 and in the light of these discussions, Government sanctioned the grant of dearness allowances to lower paid railway employees on the scale detailed below with effect from September 1940 :—

Bombay and Calcutta (including suburbs)	Rs. 3 per mensem to those drawing Rs. 60 per mensem and below.
Selected industrial areas (*i.e.*, towns of over 100,000 inhabitants according to the 1931 census).	Rs. 2-8 per mensem to those drawing Rs. 50 per mensem and below.
Other areas	Rs. 2 per mensem to those drawing Rs. 30 per mensem and below.

It was at the same time decided that machinery for preparing and maintaining proper cost of living indices should be set up and the allowances then sanctioned were to be brought under review when these figures became available.

101. Railway staff and the war.—(a) *Release of individual officers for technical war work.*—Individual officers had already been released for war service to some extent before the commencement of the year under review but this process was accelerated considerably during 1940-41. Apart from technical recruiting work and the production of munitions, both in administrative capacities and in Ordnance Factories greater number were released in connection with Railway Construction, Maintenance and Operating requirements in theatres overseas.

(b) *Release of non-gazetted staff.*—The release of non-gazetted staff, both those with mechanical qualifications and those qualified in other railway duties, proceeded during the year under review under terms which were common for both State-managed and Company-managed railway personnel. In every case a lien on their railway appointment was given to those who volunteered with consideration for promotion under the "next below" rule.

(c) *Labour Training Scheme.*—The railways participated in the All-India Scheme organised by the Labour Department for the training of technicians for war service either overseas or in India. While munitions production in railway workshops was handled either by permanent railway employees or staff recruited by the railway specially for this purpose, hundreds of men were also trained on behalf of the Labour Department's scheme. Thus railways not only avoided having to call upon the scheme for their own war requirements but were able to contribute towards the scheme by supplying men for the country's needs in other services.

(d) *Voluntary financial contributions towards the war.*—Railway staff continued to give generously towards various war funds in response to appeals from His Excellency the Viceroy and the Governors of Provinces.

CHAPTER IX.

AMENITIES FOR PASSENGERS.

102. The amenities for the travelling public cover a large and varied field, and railways, as in the past, continued to make every endeavour to make railway travel, especially in the lower classes, more attractive. Improvements made during this year in certain main directions are described in the succeeding paragraphs.

103. New types of third class carriages.—All new and rebuilt broad gauge and metre gauge lower class stock, totalling 246 carriages, placed in service during the year conformed to the Railway Board's approved standard.

104. Measures taken to ensure security of women passengers in trains.—The safety of women passengers continued to have the constant attention of railways. Progress continued in the fitting of internal safety door catches as rolling-stock passed through workshops; the programme of some railways having now been completed. The South Indian Railway continued to fit iron bars where they were not already provided, the East Indian Railway made provision for extra lighting, and the Bengal Nagpur Railway for improved lighting. In some cases additional alarm chain handles were also provided.

As usual, special attention was paid to the marshalling of trains with the object of positioning lower class compartments for women in the most suitable places. Ticket checking staff maintained a vigilant look out to prevent undesirables travelling in servants' compartments when they were close to women's compartments.

105. Booking offices and out-agencies.—A permanent additional third class booking office was opened at Muzaffarpur (Bengal and North-Western Railway). Apart from providing more unmanned halts between stations, regular booking offices were also opened at certain passenger halts between stations, *viz.*, two on the Assam Bengal Railway and four on the Bombay, Baroda and Central India Railway. As usual, to facilitate booking of passengers at mela centres, temporary booking offices were opened during important mela periods. These were opened at ten different stations on the Bengal and North-Western Railway, thirteen on the Great Indian Peninsula Railway and at twelve festival centres on the South Indian Railway. The Bombay, Baroda and Central India Railway set apart at Bombay Central a separate booking window for ladies travelling by the "Flying Ranee" on Saturdays. Booking facilities were brought nearer to the railway customers in outlying areas away from the rail head by opening out-agencies which undertook to arrange for the through transport of traffic by road or river to the nearest railway station and thence by rail to destination or *vice versâ*. An out-agency was opened at (i) Barhalganj served by Dohrighat railway station on the Bengal and North-Western, (ii) at Allagadda served by Nandial on the Madras and Southern Mahratta Railway and (iii) at Tamman, Ramnagar on Chenab and Khaur on the North Western Railway.

Further facilities were also provided by the opening of city booking offices. Seven such city booking offices were opened on the North Western Railway.

106. Waiting rooms and waiting halls.—Additional conveniences were provided for passengers waiting for trains: waiting rooms for women —at Chakiting (Assam Bengal Railway), at Bijni, Tangla, Taldi and Damukdia (Eastern Bengal Railway) for both intermediate and third classes combined and at Jodhpur (Jodhpur Railway) for first and second classes; upper class waiting rooms—at Namtiali and Kamerbandha-Ali (Assam Bengal Railway), at Barpeta Road station (Eastern Bengal Railway), at Belmuri and Nimtita (East Indian Railway), at Ramdora and Pokaran (Jodhpur Railway) and at Madeji Road (North Western Railway): intermediate class waiting rooms—at Bhubaneswar and Muri (Bengal Nagpur

Railway), at Jalpaiguri (Eastern Bengal Railway), and at Larkana and Dadu (North Western Railway); waiting halls for third class passengers—at Feni and Sylhet Bazar (Assam Bengal Railway), at Raj Nandgaon and Burnpur (for women only) (Bengal Nagpur Railway) and at Naultha station (North Western Railway). Several passenger shelters were also built at passenger halts opened by railways to pick up passengers at specific points between stations, these were at Heeranpur Halt (Assam Bengal Railway), at Mancheswar, Nagarwara, Kella and Gangiwara Passenger halts (Bengal Nagpur Railway).

Improvements were also effected in the existing facilities. These include cementing of floors of waiting halls and waiting rooms, providing additional taps for bathing and additional benches for seating of waiting passengers.

The following statement summarises the number of *waiting rooms and waiting halls* provided on each Class I railway for the use of intermediate and third class passengers :—

—	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	301	352	568	638	488	766	564	168	490	130	213	873	182	98	601
2. Number of stations at which waiting rooms or halls have been provided for intermediate class passengers :—															
(i) generally	12	5	21	1	10	153	..	2	6	..	..	20	4	..	..
(ii) for women only . . .	5	11	14	1	4	56	..	1	..	..	..	19	8	3	..
3. Number of stations at which third class waiting rooms or halls have been provided :—															
(i) generally	266	252	473	494	462	899	468	123	452	118	213	692	111	95	585
(ii) for women only . . .	136	34	72	2	345	185	15	8	11	5	2	48	13	12	13
4. Percentage of stations at which waiting rooms or halls have been provided as compared with the total number of stations open for passenger traffic :—															
(i) for intermediate class, generally .	4·00	1·42	3·70	0·16	2·05	20·0	..	1·19	1·22	..	..	2·29	2·20	..	..
(ii) for intermediate class, women only.	1·66	3·13	2·40	0·16	0·82	7·31	..	0·60	..	..	..	2·18	1·65	3·06	..
(iii) for third class, generally . .	88·4	71·6	83·3	75·8	96·1	52·6	83·0	7·32	92·2	87·0	100·0	80·1	61·0	96·9	97·3
(iv) for third class, women only .	45·0	9·66	12·7	0·31	70·7	24·2	2·66	4·76	2·24	3·85	0·94	5·50	7·14	12·2	2·16

C.—Commercial. S.—Strategic.

107. Covered and raised platforms.—The following statements show the position at the end of the year 1940-41 in regard to platforms generally :—

Number of stations provided with covered platforms.

—	A. B.	B. & N.-W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	Jodhpur.	M. & S. M.	Mysore State.	N. S.	N. W.		R. & K.	S. I.
												C.	S.		
1. Total number of stations open for passenger traffic.	301	352	568	638	488	766	564	168	490	130	213	873	182	98	601
(i) Class D (or flag) stations . .	116	22	66	134	128	182	100	61	77	13	72	240	39	6	145
(ii) Other than class D (or flag) stations.	185	330	502	504	360	634	464	107	413	117	141	633	143	92	456
2. (i) Number of stations at which there are two or more platforms.	91	32	83	110	92	397	190	8	53	5	24	226	12	9	84
(ii) Total number of platforms at such stations.	210	82	176	268	241	933	452	27	151	12	58	534	30	26	222
(iii) Total number of covered platforms at such stations.	7	..	4	176	118	234	125	9	67	3	14	144	3	10	97
(iv) Percentage of (iii) to (ii) . .	3·33	..	2·27	65·7	49·0	23·8	27·7	22·2	44·4	25·0	24·1	27·0	10·0	38·5	43·7
3. (i) Number of stations other than class D at which there is only one platform.	94	296	428	355	274	204	300	99	360	112	130	428	133	83	372
(ii) Number of such stations at which there are covered platforms.	..	..	1	5	..	60	9	..	22	1	..	9	1	..	8
(iii) Percentage of (ii) to (i) . .	..	..	0·23	1·41	..	20·4	3·00	..	6.11	0·89	..	2·10	0·75	..	2·15

C.—Commercial. S.—Strategic.

Number of stations provided with platforms above rail level.

	A. B.	B. & N. W.	B. N.	B., B. & C. I.	E. B.	E. I.	G. I. P.	Jodh-pur.	M. & S. M.	Mysore State.	N. S.	N. W. C.	N. W. S.	R. & K.	S. I.
1. Total number of stations open for passenger traffic.	301	352	568	638	488	766	564	168	490	130	213	873	182	98	601
(i) Class D (or flag) stations . .	116	22	66	134	128	132	100	61	77	13	72	240	39	6	145
(ii) Other than class D (or flag) stations.	185	330	502	504	360	634	464	107	413	117	141	633	143	92	456
2. (i) Number of stations other than flag stations at which there are more than one platform.	91	32	76	100	86	373	161	8	53	5	11	213	12	9	84
(ii) Total number of platforms at such stations.	210	82	159	247	227	941	394	27	151	10	32	509	31	24	222
(iii) Total number of platforms at such stations above rail level.	12	67	132	233	184	611	314	20	151	7	32	389	24	20	152
(iv) Percentage of (iii) to (ii) . .	5·71	81·7	83·0	94·3	81·1	64·9	79·7	74·1	100·0	70·0	100·0	76·4	77·4	83·3	68·5
3. (i) Number of stations at which there is only one platform.	210	318	482	491	394	352	332	160	437	125	189	634	166	87	517
(ii) Number of such stations at which platforms are above rail level.	3	155	124	203	136	175	192	11	281	43	73	188	84	27	273
(iii) Percentage of (ii) to (i) . .	1·43	48·7	25·7	41·3	34·5	49·7	57·8	6·88	64·3	34·4	38·6	29·7	50·6	31·0	52·8

C. = Commercial. S. = Strategic.

108. Refreshment rooms for Hindus and Mahomedans.

The table below shows the number of stations in Class I Railways, provided with refreshment rooms for Hindus and Mahomedans on 31st March 1941, and of these the additions that were made during 1940-41.

Railway.	Number of stations provided at the end of the year with			Number of refreshment rooms which were provided during the year.	
	Hindu and Mahomedan refreshment rooms.	Hindu refreshment room (rooms) only.	Mahomedan refreshment room (rooms) only.	Hindu.	Mahomedan.
Assam Bengal	7	..	..	..	..
Bengal and North-Western	..	10	10	..	..
Bengal Nagpur	18	2	6	1	..
Bombay, Baroda and Central India	1	11	6	..	..
Eastern Bengal	10	3	..	..	..
East Indian	14	6	4	..	..
Great Indian Peninsula	..	8	7	1	1
Jodhpur	2	1	..	..	..
Madras and Southern Mahratta †	..	28*	5	..	..
Mysore State	16	14	2	..	..
His Exalted Highness the Nizam's State	11	..	..	..	..
North Western	21	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..
South Indian	..	30*	6	..	..

* Hindu refreshment rooms, though run on Hindu lines supplying vegetarian Hindu food, are open to other communities also.
† Excludes one Christian refreshment room at Mormugao Harbour.

109. Vendors' stalls in waiting halls and on platforms.—Additional new stalls were opened on most of the railways, two on the Bengal Nagpur, seven on the East Indian, two on the Great Indian Peninsula and three on the Jodhpur Railways. Two new Tea rooms were under construction at Aurangabad and Mohamadabad-Bidar. On His Exalted Highness the Nizam's State Railway two vending trollies were supplied to the refreshment rooms. On the Assam Bengal Railway the arrangements for Indian catering were overhauled, as a result of which train vending was discontinued from 1st October 1940 and stalls were provided at a larger number of stations. A Catering Inspector with medical qualifications was appointed to inspect the Indian Refreshment rooms and Stalls. Marked improvement in the quality of food-stuffs supplied to the travelling public was reported.

110. Water supply for passengers.—Arrangements for the supply of clean and fresh drinking water to the travelling public continued to receive special attention of railways. Additional tube-wells were sunk at four stations on the Bengal and North-Western, two on the Bengal Nagpur and four on the Eastern Bengal Railways. At certain large stations more water taps and hydrants were installed on platforms and in waiting rooms. Adequate arrangements were made to keep water cool by storing in earthen vessels by providing huts or cages. During the hot weather, the permanent strength of watermen was increased by employment of temporary hands to supply water in trains and on platforms. The East Indian Railway also provided trollies at certain stations carrying earthen *matkas* containing cool drinking water and reinforced concrete troughs for sand-beds for the storage of drinking water at thirty-three stations. Arrangements were also completed for filtering and chlorinating the water supply at Tangbhadra, a pilgrim centre on the South Indian Railway.

111. Restaurant or buffet car services.—With the few minor changes indicated below the existing restaurant or buffet car services were maintained.

Eastern Bengal Railway.—A new dining car was brought into service.

Great Indian Peninsula Railway.—Restaurant cars catering in the European style were run on eight trains, including the Deccan Queen which runs between Bombay and Poona on public holidays from November to April and on week ends from May to October, instead of nine in the previous year, the Imperial Indian Mail having been withdrawn from service.

Jodhpur Railway.—Buffet cars were introduced on 45 Up and 46 Down between Pithoro and Jhudo this year.

Madras and Southern Mahratta Railway.—Buffet car services on 13 Up and 14 Down between Bezwada and Guntakal, were discontinued.

His Exalted Highness the Nizam's State Railway.—Two broad gauge Indian buffet cars, formerly running on the Hyderabad-Bezwada section, were run on two important trains on the Wadi-Kazipet section for a part of the year and then transferred to Secunderabad and Purli-Vaijnath section.

North Western Railway.—The dining car services on 3 Up and 4 Down Frontier Mails, running between Lahore and Rawalpindi, were discontinued from 1st July 1940.

South Indian Railway.—The dining car service which was run in previous years between Erode and Mettupalaiyam during the Hill season only, was not introduced and Indian buffet cars providing light refreshments were discontinued with effect from 1st September 1940.

112. Improvements in existing lower class carriages.—Amongst the improvements carried out by Railways were the following:—

Lights were improved in a number of carriages on the Bengal Nagpur, Eastern Bengal and South Indian Railways and independent light switches provided in intermediate class compartments of 23 carriages on the Assam Bengal Railway besides 370 intermediate and third class compartments being fitted with illuminated glass panels. On the latter railway intermediate class compartments of 155 carriages were provided with imitation leather covered cushions and 13 carriages provided with cushions on upper berths. A number of carriages on this railway and Rohilkund and Kumaon Railway were provided with improved type seats.

On the Bengal and North-Western Railway a number of carriages not fitted with latrines and those fitted with old type latrines were rebuilt to an approved standard; on the Rohilkund and Kumaon Railway certain old type

carriages were provided with three or four latrines instead of the two previously fitted. Eight metre gauge carriages on the South Indian Railway not provided with latrines were so fitted.

Further improvements made were the painting of the latrine compartments on the Bengal Nagpur Railway stock with aluminium paint and better lighting on Mail and Passenger stock of the Madras and Southern Mahratta Railway. Flushing arrangements were improved in inter and third class latrines of 583 carriages of the Assam Bengal Railway while wash-hand basins and mirrors were provided in latrines of 7 inter class carriages. This railway also fitted brackets for holding *lota* and soap in the latrines of 210 inter and third class carriages. The latter fitting was also provided in a number of carriages on the Eastern Bengal Railway. Latrines on all mail rakes on the East Indian Railway have been provided with new pattern cemented pans and improved flushing arrangements. Separate *lota* filling cocks were also installed. On the North Western Railway the practice of fitting mirrors in inter class latrines continued and in addition, commodes were substituted for floor pans and a special indigenous mosaic flooring provided at the same time.

113. Arrangements to ensure cleanliness of latrines in passenger trains.—Railways continued to give their attention to the proper observance of the instructions in force for the cleaning of bathrooms and latrines in passenger trains at frequent intervals. To this end, the Eastern Bengal railway embodied in the working time-table their instructions for filling the tanks of carriages; the Bombay, Baroda and Central India Railway exhibited notices in lavatories of lower class carriages drawing attention of the public that the services of sweepers could be had by informing guards or station staff.

114. Overcrowding in third class carriages.—The matter of overcrowding in third class carriages received the constant attention of railway administrations, and every effort was made, by the adjustment of the composition of rakes and the provision of extra stock, to avoid any inconvenience. An annual census of third class passengers was, as usual, taken in the month of June, a period when passenger traffic is usually heavy. The results were carefully scrutinised and arrangements made, wherever possible, to remedy such overcrowding as was detected.

The local advisory committees took a keen interest in the question, and not only did frequent discussions take place but summaries of census results were also examined.

During the last half of the year, owing to heavy military demands and the necessity for conserving power, it was not always possible to meet requests for extra stock, a position which may be expected to deteriorate as war demands increase.

115. Suggestion or complaint books or boxes.—Suggestion or complaint books or boxes were provided at a large number of stations, and considerable use was made of them. All complaints were promptly investigated and action taken wherever necessary. The attention of the travelling public to the existence of complaint books or boxes was drawn by means of notices displayed in English and the local Indian languages, and in some cases railways also print this information in their time-tables and guides.

116. Foot over-bridges.—The statement below gives the number of stations provided with foot over-bridges on Class I Railways at the end of the year 1940-41 :—

Railway.	Number of stations provided with foot over-bridges on 31st March 1941.	Stations provided with foot over-bridges during the year 1940-41.	
		Number.	Name of Station.
Assam Bengal	18	..	....
Bengal and North-Western	16	1	Jaynagar.
Bengal Nagpur	85	1	Rajgangpur.
Bombay, Baroda and Central India	71	..	....
Eastern Bengal	71	..	....
East Indian	142	2	Bindki Road. Khaga.
Great Indian Peninsula	78	..	....
Jodhpur	2	..	....
Madras and Southern Mahratta	45	..	....
Mysore State	4	1	Banglore City goods yard.
His Exalted Highness the Nizam's State.	5	..	....
North Western	148	..	....
Rohilkund and Kumaon	5	..	....
South Indian	48	2	Perianaikanpalaiyam. Dalmiapuram.

CHAPTER X.

MISCELLANEOUS.

117. Accidents.—The following are brief details of major accidents which occurred during the year :—

(*a*) On the 15th May 1940, No. 3 Down Frontier Mail, whilst approaching Jekot station on the Bombay, Baroda and Central India Railway, collided with No. 22/30 Up goods train near the down outer signal. This accident, unfortunately, resulted in 20 persons being killed and 14 injured. The approximate cost of the damage to railway property, as a result of this accident, amounted to Rs. 2,14,400.

(*b*) On the 28th May 1940, a Passenger train proceeding between Panchalam and Tindivanam stations on the South Indian Railway was struck by a cyclone, which capsized six of the ten passenger coaches. 5 persons were killed and 75 were injured, six of them seriously. The cost of the damage to rolling-stock and permanent-way amounted to approximately Rs. 75,000.

(*c*) On the 5th August 1940, No. 8 Down Dacca Mail was derailed between Chuadanga and Jayrampur stations on the Eastern Bengal Railway owing to the malicious removal of a rail, resulting in 41 persons being killed and 75 sustaining injuries. The damage to the rolling-stock and permanent-way amounted to approximately Rs. 1,05,000.

(*d*) On the 15th September 1940, between Benapur and Narayangarh stations on the Bengal Nagpur Railway, an Up light engine ran into a motor bus at a level crossing. Six persons, travelling in the bus, were killed and seven injured.

(*e*) On the 18th December 1940, No. 528 Down shunting goods train collided at Khairpur Mir station on the North Western Railway with No. 191 Up passenger train, which was leaving the station. Fortunately no one was injured, but the damage to property was somewhat high and was estimated at approximately Rs. 40,000.

118. Review of accident statistics.—(*a*) The following table shows the number of passengers, railway servants and other persons killed and injured in accidents on Indian Railways, during the year 1940-41 as compared with the previous year; these exclude casualties in railway workshops :—

Cause.	Killed.		Injured.	
	1939-40.	1940-41.	1939-40.	1940-41.
A.—Passengers.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	44	**62**	134	**142**
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	183	**244**	1,132	**1,091**
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	2	**2**	32	**86**
TOTAL	229	**308**	1,298	**1,319**

Cause.	KILLED.		INJURED.	
	1939-40.	1940-41.	1939-40.	1940-41.
B.—Railway servants.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	13	14	93	141
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	152	192	3,871	4,364
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	13	37	11,918	12,868
TOTAL	178	243	15,882	17,373
C.—Other than passengers and railway servants.				
(i) In accidents to trains, rolling-stock, permanent-way, etc.	39	27	73	53
(ii) In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	3,069	3,148	908	954
(iii) In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	22	26	121	134
TOTAL	3,130	3,201	1,102	1,141
GRAND TOTAL	3,537	3,752	18,282	19,833

Of 3,752 persons killed, 3,201 or 85 per cent. were other than passengers and railway servants and of this number 2,396 were ' trespassers ' and 634 ' suicides '. Of the 3,752, 65 persons were killed on railway premises due to causes other than the movement of trains, vehicles, etc.

The number of persons other than passengers and railway servants killed rose by 71 as compared with the previous year. This was due principally to increases under ' trespassers ' (69), and ' suicides ' (11). There was an increase in the number of fatal accidents to ' passengers ' and ' railway servants ', the increases being 79 and 65 respectively.

(*b*) In the following statement a comparison is made of the number of passengers killed and injured in train accidents, *i.e.*, collisions, derailments, etc., as compared with the number of passengers carried during the last six years :—

Year.	* Number of passengers carried (in millions).	KILLED.		INJURED.	
		† Number.	Per million passengers carried.	† Number.	Per million passengers carried.
1935-36	506	5	0·01	87	0·17
1936-37	512	11	0·02	67	0·13
1937-38	545	105	0·19	174	0·32
1938-39	559	39	0·07	154	0·28
1939-40	560	44	0·08	131	0·23
1940-41	**604**	**26**	**0·04**	**65**	**0·11**

* Represents total of numbers carried on all railways.

† Excludes train wrecking and attempted train wrecking.

Out of 26 passengers killed and 65 injured, 20 killed and 14 injured were in the accident to No. 3 Down Frontier Mail near Jekot station on the Bombay, Baroda and Central India Railway, 5 killed and 6 injured on the South Indian Railway when No. 7 Passenger *ex*-Madras Egmore to Dhanushkodi was struck by a cyclone while running between Panchalam and Tindivanam stations and 16 injured due to the collision between No. 16 Up Passenger train and a Goods train on the Madras and Southern Mahratta Railway.

(*c*) The accidents to railway servants due to the movement of trains and railway vehicles exclusive of train accidents showed an increase of 40 under ' killed ' and of 493 under ' injured '. The corresponding figures for Class I Railways for which details of the causes are available showed an increase of 42 under ' killed ' and 477 under ' injured '. These are analysed as under :—

Cause.	KILLED.		INJURED.	
	1939-40.	**1940-41.**	1939-40.	**1940-41.**
(i) Misadventure or accidental . . .	95	**146**	3,624	**4,015**
(ii) Want of caution or misconduct on the part of the injured person.	48	**41**	184	**254**
(iii) Want of caution or breach of rules, etc., on the part of servants other than the person injured.	3	**1**	19	**34**
(iv) Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.	..	..	..	**1**
TOTAL .	146	**188**	3,827	**4,304**

(*d*) In the following statement an analysis is made of all the accidents on all Indian Railways which occurred during the years 1939-40 and 1940-41 grouped under the various causes. The details for each railway will be found in Appendix D of Volume II of this report :—

	1939-40.	1940-41.
1. Running over cattle	8,726	7,743
2. Derailments not involving passenger trains	4,725	5,420
3. Accidents due to failure of couplings and draft gear	1,889	2,082
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,725	1,630
5. Accidents due to other rolling-stock failures	981	1,042
6. Accidents due to failure of engines owing to faulty material and workmanship in the mechanical department	459	499
7. Fires in trains or at stations or bridges	197	245
8. Land-slips	56	206
9. Running over obstructions (other than those included under 'Train wrecking', 'Attempted train wrecking' and 'Trains running into road traffic at level crossings')	248	201
10. Collisions involving goods trains or goods vehicles	147	198
11. Derailments of passenger trains	198	181
12. Broken rails	279	178
13. Trains running into road traffic at level crossings	107	105
14. Attempted train wrecking	85	79
15. Accidents due to failure of axles	49	64
16. Flooding of permanent-way	86	63
17. Passenger trains running in the wrong direction through points but not derailed	60	51
18. Collisions between light engines	48	34
19. Collisions involving passenger trains	32	31
20. Accidents due to failure of tyres and wheels	13	30
21. Accidents due to failure of brake apparatus	13	14
22. Train wrecking	7	11
23. Failure of bridges, tunnels, etc.	1	5
24. Miscellaneous	156	173
Total	20,287	20,285

'Running over cattle' still accounts for the largest number of accidents, *i.e.*, 38 per cent. of the total : next in order are :—

	Per cent.
Derailments not involving passenger trains	27
Accidents due to failure of couplings and draft gear	10
Accidents due to failure of engines owing to faulty working of the running staff	8
Accidents due to other rolling-stock failures	5
Accidents due to failure of engines owing to faulty material and workmanship in the mechanical department	2
Fires in trains or at stations or bridges	1
Land-slips	1

(*e*) Accidents in railway workshops accounted for the death of 12 and injuries to 8,575 railway servants, which marks an increase of 7 killed and decrease of 63 injured over the previous year.

119. Damage by floods, fires and other causes.—Brief particulars of the more serious floods or other calamities which affected railways during the year under review are given below :—

During May 1940, the Chittagong-Nizirhat Branch of the Assam Bengal Railway experienced the heaviest floods for some years past. The local records of rainfall registered about 15″ of rain on the 24th May. Four sections of the line were seriously affected and at one place the villagers cut the railway bank. The Naginimora and the Gauhati Branches also experienced heavy floods.

Certain sections of the Assam Bengal Railway experienced cyclones and storms but fortunately the damage done to railway property was nowhere of a serious nature.

On account of heavy rains during August and September breaches occurred on some sections of the Bombay, Baroda and Central India Railway. Due to a severe cyclonic storm and heavy rain on the 16th October, considerable damage was done to the permanent-way and other works for a distance of about 110 miles between Virar and Navasari. Numerous trees and signal and telegraph posts were uprooted, causing obstruction on the main line at various places. Communication at a restricted speed was restored on the next day and normal working was resumed six days later.

On the Bengal and North-Western Railway the section between Mansi and Koparia on the Mansi Division was closed for the period of the monsoon from 15th June to 1st November. There were several minor breaches and wash-outs on other sections of the Mansi Division but there were only short interruptions to traffic and the damage caused was not serious. On the other divisions of this railway no floods of a serious nature occurred.

On the Bengal Nagpur Railway due to heavy rains in June, certain parts of the East Coast Section were flooded. This resulted in the through running of trains being suspended for some time till the floods subsided and the line was put in running order.

On the same railway, train services between Bilaspur and Dadhapara and Ganjam and Chatrapur had to be suspended due to the lines being flooded during the latter half of the month of August.

As in the previous year, the broad gauge sections of the Eastern Bengal Railway experienced only minor floods and the extent of damage to railway property was slight. On the metre gauge sections, however, a sum of about Rs. 1,04,000 was spent on repairs to flood damages during the year. Protection works to several bridges had also to be carried out at an estimated cost of Rs. 3,52,000 approximately.

On the Great Indian Peninsula Railway as a result of torrential rainfall amounting to 6½ inches in four hours the track formation between Tapona and Lasina was washed away. The approximate cost of filling up the breach and restoring the track was Rs. 15,000.

Floods were responsible for several breaches on the Jodhpur Railway. Immediate steps were taken by the Railway in repairing these breaches and restoring through communication.

The Madras and Southern Mahratta Railway also experienced some floods and breaches during the year under review. Cyclonic conditions prevailed in the Guntakal District in May and affected some bridges.

On the North Western Railway exceptionally heavy rainfall took place over the area served by the Jullundur-Mukerian Section. Breaches were caused in several places and two piers of a bridge were washed away. Due to the serious nature of the damage it took several days before normal train service on the section could be restored.

On the South Indian Railway, a heavy cyclone was experienced on the metre gauge coastal section on the 28th May, resulting in a serious accident. There were also some breaches on this railway due to heavy rains.

120. Anti-Malarial Measures.—The incidence of malaria was high on many Railways during the year under review. This led to increased anti-malarial activities on these Railways while others continued their normal precautionary and control activities. The results obtained were somewhat impaired on account of the difficulty in obtaining some of the necessary drugs due to war conditions.

APPENDIX A.

Resolution regarding the separation of Railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

"This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways—

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight elected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of the railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in the railway budget, including expenditure from the depreciation fund and

the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed Railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX B.

Officers of the Railway Department (Railway Board) and attached offices on 31st March 1941.

The Hon'ble Sir Andrew Clow, C.S.I., C.I.E., I.C.S., Member of Council of the Governor General.

Railway Board.

The Honourable Mr. L. Wilson	Chief Commissioner of Railways.
Mr. B. M. Staig, C.S.I., I.C.S.	Financial Commissioner of Railways.
Mr. J. H. F. Raper	Member.
Khan Bahadur Muzaffar Hussain	Member.
Mr. D. Colin Campbell	Controller of Railway Accounts.
Mr. T. S. Sankara Aiyar, C.I.E.	Director, Finance.
Mr. S. E. L. West, O.B.E., V.D.	Director, Traffic.
Mr. L. H. Swain	Director, Civil Engineering.
Col. H. W. Wagstaff, M.C., R.E.	Director, Establishment.
Mr. L. N. Flatt	Director, Mechanical Engineering.
Mr. J. D. Michael	Secretary.
Mr. R. V. Ramchandani	Deputy Controller of Railway Accounts.
Khan Bahadur K. Ubaidullah	Deputy Director, Finance.
Mr. A. K. Basu	Deputy Director, Traffic (Commercial).
Mr. V. Nilakantan	Deputy Director, Establishment.
Mr. N. C. Watney	Deputy Director, Mechanical Engineering.
Mr. H. M. Jagtiani	Deputy Director, Traffic (General) Tempy.
Mr. T. Kidd	Deputy Director, Mechanical (Stores) Tempy.
Mr. H. F. Simpson	Deputy Director, Traffic (Transportation) Tempy.
Mr. H. W. C. C. Smith	Assistant Secretary.
Mr. L. B. Ramchandani	Assistant Director, Finance, Tempy.
Mr. J. V. Stuart Edwards	Assistant Director, Engineering, Tempy.

Attached Offices.

(Central Standards Office.)

Mr. E. Ingoldby, A.M.I.C.E., M.I.L.E.	Chief Controller of Standardization.
Mr. H. Wood Robinson	Deputy Chief Controller (Civil).
Mr. T. G. Creighton	Deputy Chief Controller (Mechanical).
Mr. F. M. G. Wheeler	Assistant Chief Controller (Mechanical).
Mr. S. L. Kumar	Assistant Chief Controller (Civil).
Mr. P. R. Aggarwal	Assistant Chief Controller (Specifications and Record).
Mr. W. E. Gelson	Research Officer I.
Mr. W. Douglas Thomson	Research Officer II.
Mr. W. A. Nightingale	Research Officer III.
Mr. H. Rideau	Dynamometer Car Officer.

MGIPC—L—X-20(PD)—14-2-42—910.

Report by the Railway Board on Indian Railways, Volume II for 1940-41.

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A D D E N D U M.

Page.	Railway or Item(s) Heading(s).	Year.	Column.	As printed.	As should be.
10	Summary IX, By gauges 5'-6" gauge	-	5	58,352	-58,352
61	Total Class III Railways.	1940-41	16	45,x0	45,80
162	Increase	-	5	1	434,1
234	Gaekwar's Baroda State Railway 2'-6".	1939-40	13	"	"1"
"	"	"	14	1"	"
275	Total other persons	1940-41	6(killed)	2,201	3,201
322	Item 12(e)	1940-41	310	201	105

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1940—41

Volume II—Statistics

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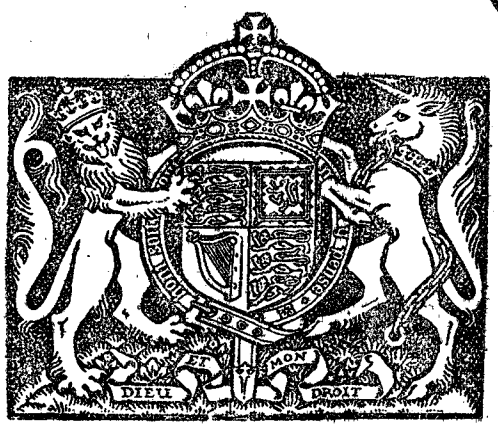

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1942

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Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6-8-0 or 10s. Volume II, Rs. 6-2-0 or 9s. 6d. [1939-40].

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways. Published bienially. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1939. Published sexennially. Price Rs. 4-10- or 7*s*. 3*d*.

TECHNICAL PAPERS.

(5) Over 307 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.		*Name.*	*Author.*
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„	148	Statistics of Railway working expenditure	G. DEUCHARS.
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„	247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
„	249	Operating Statistics and the Divisional Officer	Major F. H. BUDDEN.
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„	251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
„		Description of the planning, Progress, Coaling and Engine Repair. Schedule System introduced on the G. I. P. Railway Loco. Shops at Parel	F. G. S. MARTIN.
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„	280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

Technical paper.		*Name.*	*Author.*
No.	281	The Belt System of Repairs introduced in the Loco. Workshops at Kancharapara	R. DE VERA IRWIN & J. R. POTTER.
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„	288	G. I. P. Railway Dynamometer Car, Report No. 11, Train Resistance	C. W. CLARKE.
„	289	The Hump Yard in India	MAJOR H. W. WAGSTAFF.
„	290	The Indian Railway Rates' Structure. The case for its simplification. Its existing shortcomings and suggested principles as a basis for its revision	A. W. BECKETT.
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„	306	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C.W. SCOTT, O.B.E., D.F.C., B. Sc., I.F.S.
„	307	Earthquake Reconstruction on Quetta (Railway) Division, 1936—40	R.O.C. Thomson, M.C., Assoc. M. Inst. C. E.

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

INTRODUCTORY NOTE.

1. For the information of those who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems are classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47

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SECTION A.

SUMMARIES.

[*For details, see Statement 1, pages 22-23.*]

SUMMARIES.

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NOTE :—Please see note under heading of summary No. II (a).

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. $\left(\frac{\text{Col. 4} \times 100}{\text{Col. 3}}\right)$	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. $\left(\frac{\text{Col. 9 or 10} \times 100}{\text{Col. 3}}\right)$
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1939-40*	*4,65,71,08*	*18,31,84*	*3·93*	..	*17,68,54*	*17,68,54*	*63,30*	..	*0·14*
	1940-41	4,66,92,83	27,06,01	5·80	..	17,45,63	17,45,63	9,60,38	..	2·06
2. State Lines worked by Companies or by Indian States.	*1939-40*	*2,91,52,57*	*14,39,68*	*4·94*	*35,37*	*11,36,11*	*11,71,48*	*2,68,20*	..	*0·92*
	1940-41	2,92,61,98	19,16,99	6·55	49,64	11,16,48	11,66,12	7,50,87	..	2·57
3. Miscellaneous items	*1939-40*	*1,37,90*	..	..	..	*6,23*	*6,23*	..	*6,23*	*—4·52*
	1940-41	1,38,06	..	..	..	5,67	5,67	..	5,67	—4·10
4. Grand Total	*1939-40*	*7,58,61,55*	*32,71,52*	*4·31*	*35,37*	*29,10,88*	*29,46,25*	*3,25,27*	..	*0·43*
	1940-41	7,60,92,87	46,23,00	6·08	49,64	28,67,78	29,17,42	17,05,58	..	2·24

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

[*For details, see Statement 2 (a), pages 24—27.*]

I-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1940 and 1941.

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted *into* rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

(In thousands of rupees.)

Details.	State-owned lines worked by the State.		State-owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1940.	31st March 1941.	*31st March 1940.*	31st March 1941.	*31st March 1940.* (Cols. 2+4.)	31st March 1941. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	..	..	..	..	..	..
(*b*) To end of the year .	*1,16,56,81*	1,16,56,81	*44,52,15*	44,52,15	*1,61,08,96*	1,61,08,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*1,92,11*	30,19	*77,01*	41,08	*2,69,12*	71,27
(*b*) Rolling-stock . .	*54,22*	24,92	*34,28*	16,36	*88,50*	41,28
(*c*) General charges . .	*2,15*	7,38	*1,57*	79	*3,72*	8,17
(*d*) Stores, etc., not finally charged off in the accounts.	*61,07*	59,26	*25,69*	51,34	*86,76*	1,10,60
(*e*) Total	*3,09,55*	1,21,75	*1,38,55*	1,09,57	*4,48,10*	2,31,32
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works . . .	*2,39,39,60*	2,39,69,74	*1,63,25,45*	1,63,65,22	*4,02,65,05*	4,03,34,96
(*b*) Rolling-stock . .	*90,21,30*	90,46,24	*68,02,04*	68,18,38	*1,58,23,34*	1,58,64,62
(*c*) General charges . .	*12,49,55*	12,56,92	*12,82,88*	12,83,67	*25,32,43*	25,40,59
(*d*) Stores, etc., not finally charged off in the accounts.	*7,03,82*	7,63,12	*4,27,95*	4,80,62	*11,31,77*	12,43,74
(*e*) Total . . .	*3,49,14,27*	3,50,36,02	*2,48,38,32*	2,49,47,89	*5,97,52,59*	5,99,83,91
4. *Total Capital at charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*4,65,71,08*	4,66,92,83	*2,92,90,47*	2,94,00,04	*7,58,61,55*	7,60,92,87

II-B.—Summary of Capital Outlay to end of the years 1939-40

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total,
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(*a*) Worked by the branch line company	*1939-40* .	*1*	*—8*	*Nil*	*6*	*—1*
	1940-41 .	—3	Nil	Nil	55	52
(*b*) Worked by the main line . .	*1939-40* .	*8*	*Nil*	*Nil*	*Nil*	*8*
	1940-41 .	9	Nil	Nil	Nil	9
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1939-40* .	*1,59*	*7*	*1*	*Nil*	*1,67*
	1940-41 .	1,16	29	1	Nil	1,46
3. Branch line Companies' Railways under guarantee and rebate terms.	*1939-40* .	*60*	*Nil*	*1*	*Nil*	*51*
	1940-41 .	28	Nil	Nil	Nil	28
4. Companies' lines subsidized by the Government of India.	*1939-40* .	*15,27*	*2,99*	*88*	*1,96*	*21,10*
	1940-41 (*a*)	8,50	4,26	34	—88	12,22
5. Companies' lines subsidized by Provincial Governments.	*1939-40* .	*81*	*285*	*Nil*	*1*	*3,67*
	1940-41 .	57	20	Nil	—29	48
6. Lines owned by Unassisted Companies and Private Bodies.	*1939-40* .	*—14*	*Nil*	*Nil*	*—1*	*—15*
	1940-41 .	35	Nil	Nil	2	37
7. District Board lines	*1939-40* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1940-41 .	—8	Nil	Nil	Nil	—8
8. Companies' lines subsidized by District Boards.	*1939-40* .	*—1,83*	*1,05*	*15*	*42*	*—21*
	1940-41(*b*).	42	1,56	Nil	3	2,01
9. Indian State lines worked by Indian States .	*1939-40* .	*60,38*	*24,86*	*4,65*	*15,29*	*1,05,18*
	1940-41 .	35,58	10,28	2,42	26,70	74,98
10. Indian State lines worked by the main line .	*1939-40* .	*7,75*	*2,74*	*—98*	*Nil*	*9,51*
	1940-41 .	9,36	1,25	42	1,47	12,50
11. Companies' lines guaranteed by Indian States	*1939-40* .	*2*	*3*	*Nil*	*Nil*	*5*
	1940-41 .	3	Nil	Nil	Nil	3
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1939-40* .	*95*	*Nil*	*1*	*Nil*	*96*
	1940-41 .	—4	Nil	Nil	Nil	—4
13. TOTAL .	*1939-40* .	*85,39*	*34,51*	*4,73*	*17,73*	*1,42,36*
	1940-41 .	56,19	17,84	3,19	27,60	1,04,82
14. Miscellaneous .	*1939-40* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1940-41 .	Nil	Nil	Nil	Nil	Nil
15. GRAND TOTAL .	*1939-40* .	*85,39*	*34,51*	*4,73*	*17,73*	*1,42,36*
	1940-41 .	56,19	17,84	3,19	27,60	1,04,82

(*a*) Excludes Bengal Dooars Railway Extensions purchased by the Government of India on 1st January 1941.
(*b*) Excludes Bengal Dooars Railway purchased by the Government of India on 1st January 1941.

[*For details see Statement 2 (b), pages 23—39.*]

and 1940-41 of other than State-owned Railways. (*In thousands of rupees.*)

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
93,15	*21,32*	*9,31*	*1,80*	*1,25,58*	(*a*) Worked by the branch line company.
93,12	21,32	9,31	2,35	1,26,10	
82,73	*1,17*	*7,89*	*Nil*	*91,79*	(*b*) Worked by the main line.
51,28	1,17	3,30	Nil	55,75	
5,88,09	*57,10*	*79,27*	*Nil*	*7,24,46*	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,67,47	50,61	77,11	Nil	6,95,19	
1,80,52	*2,88*	*9,88*	*2,00*	*1,95,28*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,80,80	2,88	9,88	2,00	1,95,56	
**12,75,98*	*4,28,36*	*1,22,83*	*13,43*	*18,40,60*	4. Companies' lines subsidized by the Government of India.
*11,89,80	4,16,20	1,14,56	9,61	17,30,17	
1,08,66	*71,21*	*20,98*	*¶2,43*	*¶2,03,28*	5. Companies' lines subsidized by Provincial Governments.
1,09,30	71,41	20,91	¶2,14	¶2,03,76	
49,05	*9,93*	*2,32*	*12*	*61,42*	6. Lines owned by Unassisted Companies and Private Bodies.
46,38	8,43	2,29	14	57,24	
48,37	*4,91*	*4,90*	*Nil*	*58,18*	7. District Board lines.
48,29	4,91	4,90	Nil	**87,10	
1,16,63	*47,91*	*3,18*	*2,87*	*1,70,59*	8. Companies' lines subsidized by District Boards.
80,89	42,14	63	2,89	1,26,55	
32,91,02	*10,82,98*	*2,11,18*	*88,49*	*46,73,67*	9. Indian State lines worked by Indian States.
33,26,61	10,93,24	2,13,60	1,15,19	47,48,64	
8,61,84	*48,39*	*69,08*	*3,25*	*9,82,56*	10. Indian State lines worked by the main line.
8,65,15	49,61	69,39	4,72	9,88,87	
3,53	*6,39*	*1,76*	*Nil*	*16,68*	11. Companies' lines guaranteed by Indian States.
8,56	6,39	1,76	Nil	16,71	
‡*2,43,32*	*Nil*	*1,51*	*Nil*	*2,44,83*	12. Lines in Foreign territory worked by British Indian Railway Companies.
§§2,43,28	Nil	1,51	Nil	2,44,79	
69,47,39	*17,82,55*	*5,44,09*	*1,14,39*	*93,88,92*	13. Total.
68,10,93	17,68,31	5,29,15	1,39,04	92,76,43	
8,23	*Nil*	*64*	*Nil*	‡‡*8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	‡‡8,87	
69,56,12	*17,82,55*	*5,44,73*	*1,14,39*	*93,97,79*	15. Grand Total.
68,19,16	17,68,31	5,29,79	1,39,04	92,85,30	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

‡ Includes 2,31,34 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§§ Includes 2,31,30 being the capital outlay of the West of India Portuguese Railway, the details of which are not available

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

** Includes 2,900 in respect of Cochin Harbour Railway, details for which are not available.

‡‡ Made up of outlay by Forest Department on the Alnavar Dandeli Railway.

[*For details, see Statement 4, page 42.*]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** *Railways for the years 1939-40 and 1940-41.*

Particulars.		Central.						Grand Total.	
		State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.			
		1939-40.	1940-41.	1939-40.	1940-41.	1939-40.	1940-41.	1939-40	1940-41.
		2	3	4	5	6	7	8	9
1. Interest on sterling debt	£	*3,410,462*	1,599,238	*899,366*	568,487	..	..	*4,309,828*	2,167,725
2. Interest on capital contributed by companies:—									
(a) On share-capital	£	..	686	*420,000*	420,000	..	..	*420,000*	420,686
(b) On debenture and debenture stock	£	..	..	*306,934*	306,934	..	..	*306,934*	306,934
3. Total	£	..	686	*726,934*	726,934	..	..	*726,934*	727,620
4. Grand Total	£	*3,410,462*	1,599,924	*1,626,300*	1,295,421	..	..	*5,036,762*	2,895,345
5. Converted into rupees at average rate of exchange (In thousands of rupees.) ..		*4,56,52*	2,14,02	*2,17,30*	1,73,18	(a) *87*	(a) 30	*6,74,69*	3,87,50
6. Interest on capital outlay provided by Government (In thousands of rupees.) ..		*13,11,98*	12,90,08	*9,11,31*	8,91,68	*5,36*	5,37	*22,28,65*	21,87,13
7. Interest on rupee debt and annuities (In thousands of rupees.)		*4*	2,41,53	*7,50*	51,62	..	..	*7,54*	2,93,15
Grand Total (In thousands of rupees.)		*17,68,54*	17,45,63	*11,36,11*	11,16,48	*6,23*	5,67	*29,10,88*	28,67,78

(a) Represents exchange charges.

[*For details, see Statement No. 3, pages 40 and 41.*]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1939-40 and 1940-41.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State.	*1939-40*	*59,04,82*	*—27,68*	*58,77,14*	*32,01,61*	*7,69,89*	*—59*	*39,70,91*	*74,39*	*18,31,84*	*54·22*
	1940-41	68,47,57	—35,78	68,11,79	32,60,54	7,73,34	—4,65	40,29,23	76,55	27,06,01	47·62
State Railways worked by Companies or Indian States and Miscellaneous.	*1939-40*	*44,47,55*	*—51,05*	*43,96,50*	*22,80,21*	*4,88,45*	*—3,51*	*27,65,35*	*1,91,47*	*14,39,68*	*51·27*
	1940-41	49,34,33	11,70	49,46,03	22,03,83	4,90,80	2,02	27,96,65	2,32,39	19,16,99	46·69
Total	*1939-40*	*1,03,52,37*	*—78,73*	*1,02,73,64*	*54,81,82*	*12,58,54*	*—4,10*	*67,36,26*	*2,65,86*	*32,71,52*	*52·95*
	1940-41	1,17,81,90	—24,08	1,17,57,82	55,64,37	12,64,14	—2,63	68,25,88	3,08,94	46,23,00	47·23

[*For details, see Statement 5, pages 43—47.*]

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$, Revenue Earnings and Expenses of Railways for the years 1939-40 and 1940-41.

[In thousands of rupees.]

Note.—Please see notes under headings of Summary IIA and Statement 5.

Classification.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 5}\times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
			By classes of railways.				
Class I Railways	*1939-40*	*8,17,51,90*	*1,07,76,95*	*69,81,09*	*37,95,86*	*64·78*	*4·64*
	1940-41(*d*)	8,18,34,15	1,22,39,69	70,70,01	51,69,68	57·76	6·32
Class II Railways	*1939-40*	*26,08,15*	*3,15,06*	*1,89,26*	*1,25,80*	*60·07*	*4·82*
	1940-41(*e*)	26,49,00	3,36,54	2,00,08	1,36,46	59·45	5·15
Class III Railways	*1939-40*	*5,90,86*	*58,27*	*46,74*	*11,53*	*80·21*	*1·95*
	1940-41	5,89,43	60,99	45,80	14,29	76·22	2·42
Other items not included in the preceding heads	*1939-40*	*3,08,43*	..	*3,09*	*—3,09*	..	..
	1940-41	3,05,59	..	2,88	—2,88	..	..
			By Ownership.				
Total State Railways (*a*)	*1939-40*	*7,55,53,12*	*98,45,03*	*64,87,78*	*33,57,25*	*65·90*	*4·44*
	1940-41(*d*)	7,56,18,84	1,12,15,91	65,63,98	46,51,93	58·52	6·15
Other items not included in the preceding heads.	*1939-40*	*3,08,43*	..	*3,09*	*—3,09*	..	..
	1940-41	3,05,59	..	2,88	—2,88	..	..
Total other Railways	*1939-40*	*(c)93,88,92*	*13,04,84*	*7,28,91*	*5,75,93*	*55·86*	*6·13*
	1940-41(*e*)	94,44,87	14,19,96	7,51,54	6,68,42	52·93	7·08
Miscellaneous (*b*)	*1939-40*	*8,87*	*41*	*40*	*1*	..	..
	1940-41	8,87	45	37	8	..	..
Grand Total	*1939-40*	*8,52,59,34*	*1,11,50,28*	*72,20,18*	*39,30,10*	*64·75*	*4·61*
	1940-41	8,53,78,17	1,26 36,32	73,18,77	53,17,55	57·92	6·23

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) Railway.

(*c*) Includes Hardwar Dehra and Larkana Jacobabad railways purchased by the Government of India on 1st January 1940 and 3rd May 1939, respectively.

(*d*) Excludes Bengal Dooars purchased by the Government of India on 1st January 1941.

(*e*) Includes Bengal Dooars purchased by the Government of India on 1st January 1941.

[*For details, see Statement 5, pages 43—47 and Statement 8, pages 62—77.*]

VI.—*Summary of* Capital at Charge* / Capital Outlay† , *Revenue Earnings, Expenses and Mileage of Railways classified according to methods of working for the years 1939-40 and 1940-41.*

N. B.—Please see notes under headings of Summary II-A and Statement 5.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1939-40*	*15,616·39*	*4,64,00,55*	*57,66,05*	*38,99,86*	*18,66,19*	(*a*) Please see footnote (*a*) in Summary *V* on page 7.
	1940-41(*e*)	15,541·44	4,63,56,86	66,99,19	39,59,41	27,39,78	
2. State lines worked by ‖companies(*a*)	*1939-40*	*14,095·11*	*2,91,52,57*	*40,78,98*	*25,87,92*	*14,91,06*	(*c*) Includes Hardwar Dehra line, purchased by the Government of India on 1st January 1940.
	1940-41	14,025·46	2,92,61,98	45,16,72	26,04,57	19,12,15	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1939-40*	*177·93*	*1,25,53*	*6,62*	*7,17*	*—55*	
	1940-41	177·93	1,26,10	6,55	6,77	—22	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1939-40*	*(c)114·65*	*(c)91,79*	*7,15*	*3,63*	*3,52*	
	1940-41	82·61	55,75	2,57	1,33	1,24	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1939-40*	*(d)1,076·24*	*7,24,46*	*81,55*	*43,66*	*37,89*	(*d*) Includes Larkana Jacobabad Railway purchased by the Government on 3rd May 1939.
	1940-41	1,023·02	6,95,19	91,53	47,55	43,98	
6. Branch line companies' railways under Guarantee and Rebate terms.	*1939-40*	*175·11*	*1,95,28*	*15,53*	*8,21*	*7,32*	
	1940-41	175·11	1,95,56	17,07	8,93	8,14	
7. Companies' lines subsidized by the Government of India.	*1939-40*	*1,995·86*	*18,40,60*	*2,79,60*	*1,39,90*	*1,39,70*	
	1940-41(*f*)	2,011·05	18,52,12	3,25,79	1,54,67	1,71,12	
8. Companies' lines subsidized by Provincial Governments.	*1939-40*	*135·07*	*2,03,28*	*32,22*	*21,61*	*10,61*	(*e*) Excludes Bengal Dooars Rly. purchased by the Govt. of India on 1st January 1941.
	1940-41	135·28	2,03,76	32,66	22,14	10,52	
9. Lines owned by Unassisted companies and Private bodies.	*1939-40*	*125·13*	*61,42*	*4,01*	*3,92*	*9*	
	1940-41	98·38	57,24	3,80	3,28	52	
10. District Board lines	*1939-40*	*84·63*	*58,18*	*8,56*	*5,78*	*2,78*	(*f*) Includes Bengal Dooars Extensions purchased by the Govt. of India on 1st January 1941.
	1940-41	83·97	87,10	8,93	5,53	3,40	
11. Companies' lines subsidized by District Boards	*1939-40*	*297·71*	*1,70,59*	*30,15*	*22,25*	*7,90*	(*g*) Includes Bengal Dooars purchased by the Govt. of India on 1st January 1941.
	1940-41(*g*)	297·71	1,73,04	32,33	23,83	8,50	
12. Indian State lines worked by Indian States.	*1939-40*	*5,947·81*	*46,73,67*	*6,50,91*	*3,67,89*	*2,83,02*	
	1940-41	6,050·29	47,48,64	7,00,81	3,70,90	3,29,91	
13. Indian State lines worked by the main line.	*1939-40*	*1,182·95*	*9,82,56*	*1,58,20*	*88,15*	*70,55*	
	1940-41	1,218·39	9,88,87	1,74,77	93,24	81,53	
14. Companies' lines guaranteed by Indian States.	*1939-40*	*38·63*	*16,68*	*1,47*	*93*	*54*	
	1940-41	38·63	16,71	1,55	96	59	
15. Lines in foreign territory worked by British Indian railway companies.	*1939-40*	*73·54*	*2,44,83*	*28,37*	*15,81*	*12,56*	
	1940-41	73·54	2,44,79	21,60	12,41	9,19	
16. Miscellaneous (*b*)	*1939-40*	*19·12*	*8,87*	*41*	*40*	*1*	(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) railway.
	1940-41	19·12	8,87	45	37	8	
17. Other items not included in the preceding heads.	*1939-40*	..	*3,08,43*	..	*3,09*	*—3,09*	
	1940-41	..	3,05,59	..	2,88	—2,88	
18. Total	*1939-40*	*41,155·88*	*8,52,59,34*	*1,11,50,28*	*72,20,18*	*39,30,10*	
	1940-41	41,051·93	8,53,78,17	1,26,36,32	73,18,77	53,17,65	

* In the case of State-owned Railways. † In the case of other than State-owned Railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Includes State lines worked by Indian States.

[For details, see Statement 8, pages 62—77.]

VII.—Summary of the Mileage of Railways as on 31st March 1941.

Classification.	Route Mileage open on the 31st March 1941.			Track Mileage open on the 31st March 1941.			Route mileage opened during the financial year 1940-41.	Route Mileage authorised but not open for traffic on 31st March 1941.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I. (a) Class I Railways—									
5′ 6″ gauge	17,594·03	3,434·68	21,028·71	24,723·20	7,568·07	32,291·27	92·41	*Nil*	*Nil*
3′ 3¾″ gauge*	13,065·19	64·52	13,129·71	13,209·78	2,784·68	15,994·46	44·99	*Nil*	†100·69
2′ 6″ and 2′ 0″ gauges	2,234·83	*Nil.*	2,234·83	2,234·83	252·91	2,487·74	*Nil*	*Nil*	*Nil*
Total	32,894·05	3,499·20	36,393·25	40,167·81	10,605·66	50,773·47	137·40	*Nil*	100·69
(b) Class II Railways—									
3′ 3¾″ gauge**	2,767·13	*Nil*	2,767·13	2,767·13	430·57	3,197·70	87·14	34·53	*Nil*
2′ 6″ and 2′ 0″ gauges	797·31	*Nil*	797·31	797·31	106·41	903·72	*Nil*	*Nil*	*Nil*
Total	3,564·44	*Nil*	3,564·44	3,564·44	536·98	4,101·42	87·14	34·53	*Nil*
(c) Class III Railways—									
3′ 3¾″ gauge	145·74	*Nil*	145·74	145·74	21·58	167·32	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	948·50	*Nil*	948·50	949·91	104·21	1,054·12	*Nil*	*Nil*	*Nil*
Total.	1,094·24	*Nil*	1,094·24	1,095·65	125·79	1,221·44	*Nil*	*Nil*	*Nil*
II. (a) Total State-owned Railways—									
5′ 6″ gauge	15,618·22	3,434·68	19,052·90	22,747·39	7,273·16	30,020·55	83·98	*Nil*	*Nil*
3′ 3¾″ gauge*	8,926·18	45·36	8,971·54	9,032·45	2,023·64	11,056·09	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,561·58	*Nil*	1,561·58	1,561·58	198·48	1,760·06	*Nil*	*Nil*	*Nil*
Total	26,105·98	3,480·04	29,586·02	33,341·42	9,495·28	42,836·70	83·98	*Nil*	*Nil*
(b) Total Other Railways—									
5′ 6″ gauge	1,975·81	*Nil*	1,975·81	1,975·81	294·91	2,270·72	8·43	*Nil*	*Nil*
3′ 3¾″ gauge**	7,051·88	19·16	7,071·04	7,090·20	1,213·19	8,303·39	132·13	34·53	100·69
2′ 6″ and 2′ 0″ gauges	2,419·06	*Nil*	2,419·06	2,420·47	265·05	2,685·52	*Nil*	*Nil*	*Nil*
Total	11,446·75	19·16	11,465·91	11,486·48	1,773·15	13,259·63	140·56	34·53	100·69
III. (a) Total State-managed Railways—									
5′ 6″ gauge	11,992·53	2,867·82	14,860·35	17,941·94	5,656·86	23,598·80	83·98	*Nil*	*Nil*
3′ 3¾″ gauge*	1,128·33	7·29	1,135·62	1,142·91	331·15	1,474·06	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	856·48	*Nil*	856·48	856·48	111·01	967·49	*Nil*	*Nil*	*Nil*
Total	13,977·34	2,875·11	16,852·45	19,941·33	6,099·02	26,040·35	83·98	*Nil*	*Nil*
(b) Total Other Railways—									
5′ 6″ gauge	5,601·50	566·86	6,168·36	6,781·26	1,911·21	8,692·47	8·43	*Nil*	*Nil*
3′ 3¾″ gauge**	14,849·73	57·23	14,906·96	14,979·74	2,905·68	17,885·42	132·13	34·53	100·69
2′ 6″ and 2′ 0″ gauges	3,124·16	*Nil*	3,124·16	3,125·57	352·52	3,478·09	*Nil*	*Nil*	*Nil*
Total	23,575·39	624·09	24,199·48	24,886·57	5,169·41	30,055·98	140·56	34·53	100·69
IV. Total by gauges—									
5′ 6″ gauge	17,594·03	3,434·68	21,028·71	24,723·20	7,568·07	32,291·27	92·41	*Nil*	*Nil*
3′ 3¾″ gauge	15,978·06	64·52	16,042·58	16,122·65	3,236·83	19,359·48	132·13	34·53	100·69
2′ 6″ and 2′ 0″ gauges	3,980·64	*Nil*	3,980·64	3,982·05	463·53	4,445·58	*Nil*	*Nil*	*Nil*
Grand Total	37,552·73	3,499·20	41,051·93	44,827·90	11,268·43	56,096·33	224·54	34·53	†100·69

Note 1.—

Route mileage open on 31st March 1940	41,155·88
Add Route mileage opened during 1940-41	224·54
Total	41,380·42
Route mileage open on 31st March 1941 as shown in column 4 above	41,051·93
Difference (*vide* details below)	—328·49

Net increase on the B. and N. W. Railway Chiefly on account of new alignment between Sonepore and Dighwara and opening of Semaria ghat shifts etc.		+12·39
Due to closing of the Cawnpore Banda Section and Darwha Pusad railway on G. I. P. Railway		—118·83
Do.	Kulasekarapatnam Light Railway	—26·75
Do.	Shoranur-Nilambur Branch on S. I. Railway	—41·38
Do.	Cocanada-Kotipalle Railway on M. and S. M. Railway	—27·38
Do.	Akbarpur-Tanda and Dalmau-Daryapur and Chandpur-Bijnor Sections on E. I. Railway	—48·79
Due to lifting of Larkana-Jacobabad Railway (N. G.) N. W. Railway		—53·22
Due to closing of Lyallpur Jaranwala section (B. G.) on N. W. Railway		—20·75
Net decrease on account of remodelling realignment etc. on the A. B., B. N., B. B. and C. I., E. B., S. I., Jodhpur, Bengal Dooars, Dibru Sadiya and Jaipur Railways		—3·78
Total —		—328·49

Note 2.—The electrified route mileage on 31st March 1941 was 98·94 miles *vide* details in statement No 32, page 219

*Excludes Bengal Dooars and Extensions Railways purchased by the Government of India with effect from 1st January 1941.
**Includes
† Construction of the line has been suspended for want of materials.

VIII.—Summary of Rolling stock

Note :—The term 'in units' occurring in certain columns of these summaries indicates that the figures in these columns have been

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.			Coaching Vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages.)
												Passenger carriages.					Other vehicles including brake vans.	
	Steam. No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.												*	**	**	**	**		*
5′ 6″ gauge	5,222	68	136,346,403	2,075,000	11	1,097	22	2,114	93	14,150	137	8,981	22,407	44,487	57,988	629,310	3,423	1,411
												*	**	**	**	**		*
3′ 3½″ gauge	2,365	4	35,453,439	41,600	6	623	4	232	24	1,248	37	6,544	9,527	11,705	16,305	316,191	1,426	615
			Number.		Number.													
2′ 6″ and 2′ 0″ gauges			297		6		7	124	1	15	13	843	573	1,333	1,906	26,549	93	39
Class II Railways.																		
3′ 3½″ gauge			252		..		28	..	..	..	..	953	1,286	2,326	674	34,183	225	58
2′ 6″ and 2′ 0″ gauges			109		1		9	..	..	..	..	518	335	670	102	13,483	39	16
Class III Railways.																		
3′ 3½″ gauge			17		..		2	..	..	..	..	60	45	92	74	2,818	18	3
2′ 6″ and 2′ 0″ gauges			152		3		8	..	..	..	..	437	489	430	1,328	12,458	46	21

IX.—Summary of Net additions to or Reduction

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.		Coaching Vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages).
											Passenger carriages.					Other vehicles including brake vans.	
	Steam No.	Electric No.	Total tractive effort in lbs. Steam.	Total tractive effort in lbs. Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats. 1st.	Seats. 2nd.	Seats. Inter.	Seats. Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.											*	**	**	**	**		
5′ 6″ gauge	—10	—2	—173,368	—58,352	..	..	11	1,111	..	..	—12	—49	797	119	—1,792	14	205
											*	**	**	**	**		
3′ 3½″ gauge	9	..	202,700		..	..	..	..	..	..	—141	—57	—256	1,241	—6,831	29	41
			Number.		Number.												
2′ 6″ and 2′ 0″ gauges			..		..		..	..	..	..	—12	—216	63	159	—208	4	..
Class II Railways.																	
3′ 3½″ gauge			..		..		5	..	..	..	11	5	23	56	352	2	—2
2′ 6″ and 2′ 0″ gauges			—2		..		1	..	..	..	—2	—6	—1	..	—84	..	..
Class III Railways.																	
3′ 3½″ gauge			..		..		..	..	..	..	—4	..	..	..	—117	..	..
2′ 6″ and 2′ 0″ gauges			10		—6		3	..	—2	..	—20	—25	—15	—72	—83	2	7
By gauges.											*	**	**	**	**		
5′ 6″ gauge	—10	—2	—173,368	58,352	..		11	1,111	..	..	—12	—49	797	119	—1,792	14	205
			Number.														
3′ 3½″ gauge			9		..		5	..	..	..	—134	—52	—233	1,297	—6,596	31	39
2′ 6″ and 2′ 0″ gauges			8		—6		4	..	—2	..	—34	—247	47	87	—375	6	7

* Excludes Military cars, Dining cars, Saloons (Royal and State) and Reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

** Excludes seating accommodation of vehicles referred to at (*) above.

† Motor Coach composites.

in Service on 31st March 1941. [*For details, see Statement 10, pages 79—88 and Statement 34, pages 224-225*]

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
94,494	1,987,601	41,215	802,136	4,148	95,401	12,555	4,171	149	Class I Railways. 5′ 6″ gauge.
41,263	545,505	3,011	48,639	3,616	49,612	5,152	3,442	30	3′ 3¼″ gauge.
			Number. 3,579				127	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			6,434				183	..	3′ 3¼″ gauge.
			2,157				23	..	2′ 6″ and 2′ 6″ gauges.
									Class III Railways.
			124				..	..	3′ 3¼″ gauge.
			1,496				24	..	2′ 6″ and 2′ 0″ gauges.

in Rolling stock during the year 1940-41. [*For details, see Statement 11, pages 90—91 and Statement 35, page 226.*

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors.	Classification
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units)	No.	
19	20	21	22	23	24	25	26
138	—3,774	434	8,092	267	92	14	Class I Railways. 5′ 6″ gauge.
462	5,594	2	319	54	22	6	3′ 3¼″ gauge.
		Number —20			..	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		129			4	..	3′ 3¼″ gauge.
		14			5	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		9			..	..	3′ 3¼″ gauge.
		13			—5	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
138	—3,774	434	8,092	267	92	14	5′ 6″ gauge.
		Total Number. 656			26	6	3′ 3¼″ gauge.
		7			..	..	2′ 6″ and 2′ 0″ gauges.

X.—*Summary of Passenger and Goods Revenue*

Headings.		Class I Railways.		Class II Railways.		Class III Railways.	
		1939-40.	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940 41.
1		2	3	4	5	6	7
1. Number of Passengers (in hundreds)—							
1st class	No.	*417,1*	470,8	*14,1*	14,8	*11,6*	12,1
2nd class	„	*4,224,6*	4,413,4	*153,0*	171,9	*24,7*	25,6
Inter class	„	*12,119,6*	13,056,3	*73,1*	80,3	*155,2*	159,9
3rd class	„	*508,733,0*	548,906,2	*24,055,1*	26,522,8	*9,536,8*	10,000,7
Total (a)	„	*525,494,3*	566,846,7	*24,295,3*	26,789,8	*9,728,3*	10,198.3
2. Passenger miles (in thousands)—							
1st class	Miles	*75,302*	95,933	*634*	729	*282*	287
2nd class	„	*297,183*	333,658	*6,439*	7,125	*720*	714
Inter class	„	*599,498*	638,737	*2,088*	2,380	*2,071*	2,139
3rd class	„	*16,821,496*	18,058,029	*564,808*	632,222	*151,531*	161,203
Total	„	*17,793,479*	19,126,357	*573,969*	642,456	*154,604*	164,343
3. Average miles a passenger was carried—							
1st class	Miles	*180·5*	203·8	*45·0*	49·3	*24·3*	23·7
2nd class	„	*70·3*	75·6	*42·1*	41·4	*29·2*	27·9
Inter class	„	*49·5*	48·9	*28·6*	29·6	*13·3*	13·4
3rd class	„	*33·1*	32·9	*23·5*	23·8	*15·9*	16·1
Total	„	*33·9*	33·7	*23·6*	24·0	*15·9*	16·1
4. Earnings from passengers carried (in thousands of rupees)—							
1st class	Rs.	*68 11*	85,52	*75*	84	*23*	25
2nd class	„	*1,32,05*	1,54,41	*3,46*	3,91	*63*	70
Inter class	„	*1,26,73*	1,43,18	*61*	69	*57*	59
3rd class	„	*25,72,75*	28,65,55	*1,11,12*	1,26,47	*30,14*	32,00
Total	„	*28,99,74*	32,48,66	*1,15,94*	1,31,91	*31,57*	33,54
5. Average rate charged per passenger per mile (in pies)—							
1st class	Pies.	*17 4*	17·1	*22·7*	22·1	*15·7*	16·7
2nd class	„	*8·53*	8·89	*10·3*	10·5	*16·8*	18·8
Inter class	„	*4·06*	4·30	*5·61*	5·67	*5·28*	5·30
3rd class	„	*2·94*	3·05	*3·78*	3·84	*3·82*	3·81
Total	„	*3·13*	3·26	*3·88*	3·94	*3·92*	3·92
6. Tons of goods carried (in thousands) (b)		*121,982*	123,305	*5,936*	5,119	*961*	887
7. Net ton-miles (in thousands)		*23,191,528*	24,986,806	*269,860*	272,744	*31,076*	28,952
8. Average miles a ton of goods was carried		*192*	203	*53·6*	53·3	*32·3*	32·6
9. Earnings from goods carried (in thousands of rupees).		*70,59,84*	79,48,77	*1,75,55*	1,78,50	*20,77*	21,02
10. Average rate charged for carrying a ton of goods one mile	Pies.	*5·84*	6·11	*12·5*	12·6	*12·8*	13·9

(a) } See remarks on page 13.
(b) }

[*For details, see Statements 12, 13 and 36, pages 92—111 and 228—233.*]

Statistics for the years 1939-40 and 1940-41.

5′ 6″ gauge.		3′ 3¾″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1939-40.	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
300,9	342,9	*123,5*	132,8	*18,4*	22,0	*355,2*	381,5	1st class . . . No.
3,415,1	3,619,1	*876,9*	892,7	*110,3*	99,1	*3,958,3*	4,151,9	2nd class . . . ,,
9,787,6	10,466,5	*2,307,2*	2,562,5	*253,1*	267,5	*11,838,2*	12,700,6	Inter class . . ,,
327,845,8	357,110,2	*189,288,6*	199,965,4	*25,190,5*	28,354,1	*513,523,0*	558,488,5	3rd class . . . ,,
341,349,4	371,538,7	*192,596,2*	203,553,4	*25,572,3*	28,742,7	*529,674,7*	575,722,5	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)—
63,926	82,207	*11,627*	13,853	*665*	889	*76,218*	96,949	1st class . . . Miles.
240,668	274,507	*60,415*	63,534	*3,259*	3,456	*304,342*	341,497	2nd class . . . ,,
502,182	533,663	*96,257*	104,058	*5,218*	5,535	*603,657*	643,256	Inter class . . ,,
11,566,338	12,438,970	*5,547,136*	5,921,373	*424,361*	491,111	*17,537,835*	18,851,454	3rd class . . . ,,
12,373,114	13,329,347	*5,715,435*	6,102,818	*433,503*	500,991	*18,522,052*	19,933,156	TOTAL . ,,
								3. Average miles a passenger was carried—
212·4	239·7	*94·4*	104·3	*36·1*	40·4	*214·6*	254·1	1st class . . . Miles.
70·5	75·8	*68·9*	71·2	*29·5*	34·9	*76·9*	82·3	2nd class . . . ,,
51·3	51·0	*41·7*	40·6	*20·6*	20·7	*51·9*	50·6	Inter class . . . ,,
35·3	34·8	*29·3*	29·6	*16·8*	17·3	*34·2*	33·8	3rd class . . . ,,
36·3	35·9	*29·7*	30·0	*17·0*	17·4	*35·0*	34·6	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
56,60	70,87	*11,67*	14,48	*92*	1,26	*69,19*	86,61	1st class . . . Rs.
1,06,43	1,25,39	*27,40*	31,01	*2,31*	2,62	*1,36,14*	1,59,02	2nd class . . . ,,
1,06,19	1,20,03	*20,10*	22,69	*1,62*	1,74	*1,27,91*	1,44,46	Inter class . . ,,
17,66,95	19,82,80	*8,67,05*	9,49,62	*80,01*	91,60	*27,14,01*	30,24,02	3rd class . . . ,,
20,36,17	22,99,09	*9,26,22*	10,17,80	*84,86*	97,22	*30,47,25*	34,14,11	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·0	16·6	*19·3*	20·1	*27·0*	27·2	*17·4*	17·2	1st class . . . Pies.
8·49	8·77	*8·71*	9·37	*13·6*	14·6	*8·59*	8·94	2nd class . . . ,,
4·06	4·32	*4·01*	4·19	*5·96*	6·04	*4·07*	4·31	Inter class . . ,,
2·93	3·06	*3·00*	3·08	*3·62*	3·58	*2·97*	3·08	3rd class . . . ,,
3·16	3·31	*3·11*	3·20	*3·76*	3·73	*3·16*	3·29	TOTAL . ,,
93,766	96,777	*29,376*	28,794	*3,937*	3,740	*92,179*	92,780	6. Tons of goods carried (in thousands)(*b*).
19,722,382	21,413,472	*3,613,345*	3,718,540	*156,737*	156,490	*23,492,464*	25,288,502	7. Net ton-miles (in thousands).
210	221	*123·0*	129·1	*39·8*	41·8	*254·9*	272·6	8. Average miles a ton of goods was carried.
55,82,65	62,97,04	*15,65,03*	17,34,98	*1,08,48*	1,16,27	*72,56,16*	81,48,29	9. Earnings from goods carried (in thousands of rupees).
5·43	5·65	*8·32*	8·96	*13·3*	14·3	*6·93*	6·19	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115*].

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1939-40 and 1940-41.

NOTE.—Please see notes under the headings of Statement No. 14.

Class or Gauge.	Year.	Net earnings.			Working expenses.			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1939-40*	*37,95,86*	*2·02*	*10,226*	*69,81,09*	*3·71*	*359*	*1,07,76,95*	*5·73*	*28,981*	*554*
	1940-41	51,69,68	2·73	13,946	70,70,01	3·72	364	1,22,39,69	6·45	32,936	682
Class II Railways	*1939-40*	*1,25,30*	*1·78*	*3,640*	*1,89,26*	*2·67*	*104*	*3,15,06*	*4·46*	*9,100*	*174*
	1940-41	1,36,46	1·87	3,816	2,00,08	2·74	107	3,36,54	4·61	9,392	189
Class III Railways	*1939-40*	*11,53*	*0·45*	*1,011*	*46,74*	*1·81*	*78*	*58,27*	*2·26*	*5,107*	*98*
	1940-41	14,29	0·55	1,305	45,80	1·77	80	60,09	2·32	5,483	105
					By gauges.						
5' 6" Gauge	*1939-40*	*29,50,61*	*2·32*	*13,697*	*53,33,60*	*4·18*	*473*	*82,84,21*	*6·50*	*38,433*	*735*
	1940-41	40,68,70	3·12	18,898	54,05,21	4·15	481	94,73,91	7·27	43,966	843
3' 3½" Gauge	*1939-40*	*9,86,13*	*1·61*	*6,131*	*16,66,81*	*2·69*	*196*	*26,52,94*	*4·30*	*16,394*	*314*
	1940-41	12,29,53	2·03	7,591	16,95,69	2·76	198	29,25,22	4·79	17,918	344
2' 6" and 2' 0" Gauges.	*1939-40*	*—3,55*	*—0·04*	*—36*	*2,16,63*	*2·54*	*100*	*2,13,13*	*2·50*	*5,157*	*99*
	1940-41	22,20	0·26	550	2,14,99	2·50	102	2,37,19	2·76	5,874	113
					Total all railways.						
†TOTAL	*1939-40*	*39,33,19*	*1·99*	*9,427*	*72,17,09*	*3·65*	*330*	*1,11,50,28*	*5·64*	*26,676*	*510*
	1940-41	53,20,43	2·67	12,746	73,15,89	3·66	335	1,26,36,32	6·33	30,198	579

†The difference between these totals and those shown in Summary V and Statement 5 consists of "other items not included in the preceding heads" included in the latter two Statements.

[For details, see Statement 17, pages 120—125 and Statement 37, pages 234—238.]

XII.—Summary of Train and Engine Mileage pertaining to Steam and Electric Locomotives for the years 1939-40 and 1940-41. (In thousands of miles.)

Particulars			Year.	Train Miles. ‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting and other Engine Miles. Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1			2	3	4	5	6	7	8	9	10
						By classes of railways.					
Class I Railways		Steam	*1939-40*	*90,020*	*62,417*	*22,047*	*180,524*	†*28,815*	*15,113*	†*43,928*	†*224,452*
			1940-41	89,474	64,742	22,121	182,464	29,740	15,922	45,662	228,126
		Electric	*1939-40*	*1,368*	*700*	*Nil*	*2,087*	*223*	*406*	†*629*	*2,716*
			1940-41	1,408	775	Nil	2,199	252	391	643	2,842
Class II Railways		Steam	*1939-40*	†*1,358*	*793*	*4,603*	†*6,904*	*1,363*	*228*	*1,591*	†*8,495*
			1940-41	1,466	728	4,673	7,074	1,377	232	1,609	8,623
Class III Railways ‖		Steam	*1939-40*	*585*	*224*	*1,722*	*2,526*	*243*	*276*	*519*	*3,095*
			1940-41	649	213	1,654	2,561	256	270	526	3,087
						By gauges.					
5′ 6″ gauge		Steam	*1939-40*	*60,555*	*46,032*	*10,913*	*121,684*	†*19,966*	*11,957*	†*31,923*	†*153,607*
			1940-41	60,372	48,346	11,184	124,309	20,844	12,719	33,563	157,872
		Electric	*1939-40*	*1,368*	*700*	*Nil*	*2,087*	*223*	*406*	*629*	*2,716*
			1940-41	1,408	775	Nil	2,199	252	391	643	2,842
3′ 3¼″ gauge		Steam	*1939-40*	*29,416*	*16,040*	*12,581*	*59,862*	*9,337*	*3,177*	*12,514*	*72,376*
			1940-41	29,218	15,981	12,337	59,229	9,368	3,212	12,580	71,809
2′ 6″ and 2′ 0″ gauges ‖		Steam	*1939-40*	†*1,992*	*1,362*	*4,878*	†*8,458*	*1,118*	*483*	*1,601*	†*10,059*
			1940-41	1,999	1,356	4,927	8,501	1,161	493	1,654	10,155
						Total all railways.					
Total		Steam	*1939-40*	†*91,963*	*63,434*	*28,372*	†*190,004*	†*30,421*	*15,617*	†*46,038*	†*236,042*
			1940-41	91,589	65,683	28,448	192,039	31,373	16,424	47,797	239,836
		Electric	*1939-40*	*1,368*	*700*	*Nil*	*2,087*	*223*	*406*	*629*	*2,716*
			1940-41	1,408	775	Nil	2,199	252	391	643	2,842

* Includes light, assisting required, assisting not required, siding and departmental.
† Revised figures.
‡ Excluding departmental.
‖ The figures of Jorhat Railway have not been included as the information is not available.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1941.

Particulars.			5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(In thousands)			1,046,834	500,698	41,546†
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,620,462	508,177	24,440
2·02 Total (excluding brake vans and Departmental)			2,328,866	695,932	35,943
2·03 Percentage loaded of total			69·6	73·0	68 0
3.* Net or freight ton miles (In thousands)		Steam	20,709,502	3,367,697	89,553
		Electric‡	331,714	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	26,848,654	7,059,435	352,556
		Electric‡	717,151	..	..
	Including departmental	Steam	26,993,981	7,139,430	353,418
		Electric‡	718,902	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	48,794,322	8,343,618	308,548
		Electric‡	825,842	..	..
	Including departmental	Steam	50 725,254	8,747,417	334,270
		Electric‡	832,732	..	..
5.* *Vehicle and Wagon Usage*—					
5 01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			139	106	62
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			42·9	33·1	15·6
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			392	163	39
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			13·0	6·63	3·56
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	20·0	§	..
6·02 Branch lines			§	§	..
6·03 Total		Steam	§	§	..
		Electric‡	20·0	§	..
All Goods trains—					
6·04 Main lines		Steam	11·2	11·9	..
		Electric‡	16·3	..	..
6·05 Branch lines			10·5	9·27	..
6·06 Total		Steam	11·1	10·9	9·08
		Electric‡	16·3	..	..
7.* *Average train load*—					
Passengers—					
7·01 Number of vehicles		Steam	16	15	..
		Electric‡	19	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	395	216	..
		Electric‡	509	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	34	19	..
		Electric‡	38	..	..
7·04 Main lines—Total		Steam	49	41	..
		Electric‡	49	..	..
7·05 Percentage loaded of total		Steam	70 6	72·3	..
		Electric‡	77·0	..	

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.
† Represents Coaching and other Vehicles.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
Average train load—concld.				
Goods—*concld.*				
7·06 Branch lines—Loaded wagons		23	27	—
7·07 Branch lines—Total		37	36	—
7·08 Percentage loaded of total		63·9	73·7	—
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	398	173	49
	Electric‡	428	—	—
7·10 Gross weight (*including* weight of engine)	Steam	939	429	169
	Electric‡	1,057	—	—
7·11 Gross weight (*excluding* weight of engine)	Steam	825	371	123
	Electric‡	918	—	—
8. *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·91	0·92	—
8·02 Goods and proportion of mixed		6·72	2·86	—
Light and assisting not required engine miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·41	1·30	—
8·04 Goods and proportion of mixed		7·84	3·77	—
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·44	4·88	—
9·02 Goods and proportion of mixed		32·8	34·0	—
9·03 Wagon miles per shunting engine hour		673	534	—
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		219	182	..
10·02 Net* ton miles per engine hour (including departmental)		1,976	883	—
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental)		4,841	2,292	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,382	2,311	304
	Electric‡	66	—	—
11·02 Average total number on line	Steam	5,218	2,344	297
	Electric‡	66	—	—
11·03 Average number available for use	Steam	4,322	2,036	234
	Electric‡	56	—	—
11·04 Engine miles per day per engine on line (including departmental).	Steam	83	77	51
	Electric‡	118	—	..
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	17,154	7,637	1,652
	Electric‡	30,559	—	—
11·06 Net* ton miles per goods locomotive day in use	Steam	26,661	12,157	3,160
	Electric‡	50,267	—	..

*Excluding departmental.
‡Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0 Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		539,143	421,220	104,166
12·02 Passenger miles per route mile per annum		633,864	423,788	104,166
12·03 Net ton miles per running track mile per annum		866,129	263,289	42,660
12·04 Net ton miles per route mile per annum		1,018,297	264,895	42,660
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		3,249,746	1,207,586	307,714
12·06 Gross ton miles (including weight of engine) per route mile per annum.		3,820,687	1,214,951	307,714
12·07 Train miles per running track mile per day		144	113	556
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	284	93	22
	Electric‡	4	1	*Nil*
13·02 Percentage of item 13·01 to average total number on line.	Steam	5·44	3·97	7·41
	Electric‡	6·06	16·0	*Nil*
In sheds and transportation workshops—				
13·03 Number	Steam	598	200	42
	Electric‡	6	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total number on line.	Steam	11·5	8·53	14·1
	Electric‡	9·09	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		604	425	35
13·06 Other coaching vehicles		203	68	3
13·07 Percentage of item 13·05 to average total number on line		6·94	6·51	4·14
13·08 Percentage of item 13·06 to average total number on line		6·47	5·95	3·37
In sick lines and transportation Workshops—				
13·09 Passenger carriages		198	124	23
13·10 Other coaching vehicles		85	15	5
13·11 Percentage of item 13·09 to average total number on line		2·27	1·90	2·72
13·12 Percentage of item 13·10 to average total number on line		2·71	1·31	5·62
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons (daily)—				
In Mechanical Workshops—				
13·13 Number		1,080	491	32
13·14 Percentage of item 13·13 to average total number on line		0·74	0·88	0·51
In sick lines and transportation Workshops—				
13·15 Number		6,594	1 235	169
13·16 Percentage of item 13·15 to average total number on line		4·49	2·20	2·70
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		58	158	..
13·18 Wagons—Number. (Monthly)		1,859	642	2

‡Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	6,160,276	1,383,775	147,639
14·03 Wood	4,084	3,988	131
14·04 Oil fuel	47,485	6	21
14·05 Total‡ (in terms of coal)	6,248,248	1,385,380	147,731
14·06* Total net tons of coal consumed—Passenger and mixed	2,296,552	722,449	94,654
14·07 Total tons of coal consumed.—Rail cars (Steam propelled)	831	394	409
14·08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled).	605	*Nil*	39
14·09* Total net tons of coal consumed—Goods service	3,040,266	463,340	37,297
14·10* Total net tons of coal consumed—Shunting (including siding)	644,914	119,628	10,114
14·11 Total tons of coal consumed—Locomotives on miscellaneous services.	45,794	27,258	696
14·12 Total net tons of coal consumed—Departmental	219,286	52,311	4,522
14·13 Total tons of coal consumed on all Locomotive services	6,248,248	1,385,380	147,731
14·14* Lbs. of coal consumed per engine mile (Shunting including siding)	69·2	38·2	(a)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines).			
14·15* Passenger and proportion of mixed	179·1	198·9	435·0
14·16* Goods and proportion of mixed	143·0	146·1	435·0
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,325,181	2,175,569	324,921 (*b*)
15·02 Total pints (Goods trains)	5,388,078	1,007,468	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·33	5·73	5·96 (*b*)
15·04 Pints per 100 engine miles (Goods)	9·51	5·89	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,495,205	1,407,493	(a)
15·06 Pints per 1,000 vehicle miles	1·24	1·09	(a)

* Excluding Departmental.
‡ 2½ tons of wood=1 ton of coal.
0·55 tons of oil fuel=1 ton of coal.
(*a*) Not published.
(*b*) Including departmental.

SECTION B.

STATEMENTS.

STATEMENTS.

1.—Statement of Net Revenue Receipts of State-owned Railways for the year 1940-41 and of the per Government after meeting all charges

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1941.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Eastern Bengal	53,89,62	1,69,76	3·15
2. East Indian	1,50,52,97	10,92,30	7·26
3. North Western (Commercial)	1,14,14,64	7,15,31	6·27
4. North Western (Military)	33,77,14	—24,25	—0·72
5. Great Indian Peninsula	1,12,90,93	7,52,89	6·67
6. Coal Department	1,67,53	..	..
7. TOTAL	4,66,92,83	27,06,01	5·80
State Lines worked by Companies or Indian States.			
8. Assam-Bengal	24,84,64	46,60	1·88
9. Bengal-Nagpur	78,52,55	4,68,81	5·97
10. Bezwada Extension and Dhone Kurnool (N. S.)	46,00	6,23	13·55
11. Bombay, Baroda and Central India	74,28,39	6,81,30	9·17
12. Jodhpur-Hyderabad (British Section)	1,33,67	22,36	16·72
13. Lucknow-Bareilly (R. & K.)	2,68,02	30,25	11·29
14. Madras and Southern Mahratta	53,50,62	3,44,50	6·44
15. South Indian	46,41,27	2,19,75	4·73
16. Tirhoot (B. & N. W.)	10,43,60	99,58	9·54
17. Jorhat	13,22	..	..
18. Railway Clearing Accounts	..	48	..
19. Contribution to Depreciation Reserve Fund (Miscellaneous)	..	—2,84	..
20. Railway Board Accounts	..	—3	..
21. TOTAL	2,02,61,98	19,16,99	6·55
Miscellaneous items.			
22. Miscellaneous items	1,38,06	..	..
23. *Deduct*—Interest during construction	..	..	..
24. TOTAL	1,38,06	..	..
25. **Grand Total**	7,60,92,87	46,23,00	6·08

centage of those figures on the Capital at Charge, on 31st March 1941 also of the net gain or loss to against the net Revenue Receipts.

of statement No. 2 (a). *(In thousands of rupees.)*

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	1,94,20	1,94,20	..	24,44	—0·45	1. Eastern Bengal.
..	5,82,68	5,82,68	5,09,62	..	3·39	2. East Indian.
..	4,34,15	4,34,15	2,81,16	..	2·46	3. North Western (Commercial).
..	1,27,40	1,27,40	..	1,51,65	—4·49	4. North Western (Military).
..	4,00,36	4,00,36	3,52,53	..	3·12	5. Great Indian Peninsula.
..	6,84	6,84	..	6,84	—4·08	6. Coal Department.
..	17,45,63	17,45,63	9,60,38	..	2·06	7. Total.
						State Lines worked by Companies or Indian States.
12	92,87	92,99	..	46,39	—1·87	8. Assam-Bengal.
6,69	3,13,26	3,19,95	1,48,86	..	1·90	9. Bengal-Nagpur.
..	1,78	1,78	4,45	..	9·68	10. Bezwada Extension and Dhone Kurnool (N. S.).
21,67	2,66,37	2,88,04	3,93,26	..	5·29	11. Bombay, Baroda and Central India.
..	5,40	5,40	16,96	..	12·68	12. Jodhpur-Hyderabad (British Section).
2,20	9,70	11,90	18,35	..	6·85	13. Lucknow-Bareilly (R. & K.).
11,92	2,21,18	2,33,10	1,11,40	..	2·08	14. Madras and Southern Mahratta.
5,26	1,66,56	1,71,82	47,93	..	1·03	15. South Indian.
1,78	39,36	41,14	58,44	..	5·60	16. Tirhoot (B. & N. W.).
..	..	..	..	..	..	17. Jorhat.
..	..	..	48	..	..	18. Railway Clearing Accounts.
..	..	..	..	2,84	..	19. Contribution to Depreciation Reserve Fund (Miscellaneous).
..	..	..	..	3	..	20. Railway Board Accounts.
49,64	11,16,48	11,66,12	7,50,87	..	2·57	21. Total.
						Miscellaneous items.
..	5,70	5,70	..	5,70	—4·13	22. Miscellaneous items.
..	3	3	..	3	..	23. *Deduct*—Interest during construction.
..	5,67	5,67	..	5,67	—4·10	24. Total.
49,64	28,67,78	29,17,42	*17,05,58	..	2·24	25. ***Grand Total.***

*The total gain (Central) for the year is :—

	Rs.
Gain as per column 8 above	17,05,58
Add—Miscellaneous Railway Receipts	1,88,91
Government share of surplus profits from subsidized Companies	13,25
Deduct—Miscellaneous Railway expenditure	61,31
Net Gain ..	18,46,43

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

Railways	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1s. 6d. to the rupee.)		Capital outlay during the financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(i) Open Lines.							
Eastern Bengal‡ . . .	..	5,28,82	1,48,89	28,35	11,09	24,86	2,13,19
East Indian . . .	..	49,58,45	24,54	13,96	3,94	32,22	74,66
Great Indian Peninsula . .	..	49,09,94	—1,17,52	—7,66	—7,75	11,49	—1,21,44
North Western (Commercial) .	..	12,59,60	—23,11	—8,14	—1,12	—7,07	—39,44
North Western (Military) . .	..	..	49	—1,59	56	*—2,66	—3,20
Coal Department . . .	..	..	—4,81	..	..	1,81	—3,00
Total I (i) . .	..	1,16,56,81	28,48	24,92	6,72	60,65	1,20,77
(ii) New Constructions.							
East Indian	..	..	—8	..	..	..	—8
Great Indian Peninsula . .	..	..	..	..	..	..	..
North Western (Commercial) .	..	..	1,79	..	66	—1,39	1,06
Total I (ii) . .	..	..	1,71	..	66	—1,39	98
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
†{Assam-Bengal—I . . .	..	..	—9	..	..	..	—9
†{Assam-Bengal—II . . .	..	..	8,66	1,81	2	2,60	13,09
Bengal-Nagpur	..	..	20,56	6,91	..	28,85	56,32
Bezwada Extension (N. S.) . .	..	..	—2	..	..	..	—2
Bombay, Baroda and Central India	..	19,40,92	—33	5,23	12	—1,96	3,06
Total Companies' Lines (Open lines) Carried over . .	..	19,40,92	28,78	13,95	14	29,49	72,36

* Includes (1) Campbellpur Reserve —5,99 and (2) Frontier Railway Reserve —9,32.

†For purposes of accounting, the capital is shown in two parts in terms of the contract with the Secretary of State dated the 26th April 1892.

Railways on the 31st March 1941.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(In thousands of rupees.)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(i) Open Lines.
33,12,94	12,23,95	2,23,44	1,00,47	48,60,80	53,89,62	Eastern Bengal‡.
55,98,38	36,46,78	2,61,42	2,23,34	97,29,92	1,46,88,37	East India.
46,55,97	14,23,07	1,65,52	1,32,99	63,77,55	1,12,87,49	Great Indian Peninsula.
71,43,13	22,76,45	3,84,49	2,68,74	1,00,72,81	1,13,32,41	North Western (Commercial).
26,86,19	4,75,99	1,82,17	(*a*) 32,79	33,77,14	33,77,14	North Western (Military).
1,63,52	..	..	4,01	1,67,53	1,67,53	Coal Department.
2,35,60,13	90,46,24	12,17,04	7,62,34	3,45,85,75	4,62,42,56	Total I (i).
						(ii) New Constructions.
3,29,10	..	35,14	36	3,64,60	3,64,60	East Indian.
2,70	..	74	..	3,44	3,44	Great Indian Peninsula.
77,81	..	4,00	42	82,23	82,23	North Western (Commercial).
4,09,61	..	39,88	78	4,50,27	4,50,27	Total I (ii).
						II.—State Lines worked by Companies or by Indian States.
						(i) Open Lines.
96,58	..	..	..	96,58	96,58	Assam Bengal—I. †‡
16,86,00	4,89,62	1,70,08	42,36	23,88,06	23,88,06	Assam Bengal—II. †‡
46,98,45	26,66,39	3,31,92	1,55,79	78,52,55	78,52,55	Bengal Nagpur.
16,90	..	1,17	..	18,07	18,07	Bezwada Extension (N. S.).
37,76,91	14,30,00	1,90,14	90,42	54,87,47	74,28,39	Bombay, Baroda and Central India.
1,02,74,84	45,86,01	6,93,31	2,88,57	1,58,42,73	1,77,83,65	Total Companies' Lines (Open Lines) Carried over.

Note.—The dtailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(*a*) Includes (1) Campbellpur Reserve 4,81 and (2) Frontier Railway Reserve nil
‡ Includes Bengal Dooars Railway purchased by the Government of India on the 1st January 1941.

2 (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1s. 6d. to the rupee.)		Capital outlay during the financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward .	..	19,40,92	28,78	13,95	14	29,49	72,36
Jodhpur	..	..	94	..	—14	—14	66
Lucknow-Bareilly (R. & K.) .	..	..	99	11	..	64	1,74
Madras and Southern Mahratta	..	17,47,74	2,08	1,26	18	7,06	10,58
Dhone-Kurnool (N. S.) . .	..	..	5	..	..	..	5
South Indian	..	7,63,49	4,11	91	46	10,99	16,47
Tirhoot (B. & N. W.) including Mashrak-Thawe Extension.	..	..	4,36	13	..	3,25	7,74
Jorhat	..	..	..	..	..	..	..
TOTAL II (*i*) . .	..	44,52,15	41,31	16,36	64	51,29	1,09,60
II (*ii*)—*New Constructions.*							
Jodhpur	..	..	—6	..	—1	5	—2
Madras and Southern Mahratta	..	..	—16	..	..	..	—16
South Indian.	..	..	—1	..	..	..	—1
TOTAL II (*ii*) . .	..	..	—23	..	—1	5	—19
III.—Miscellaneous Items.							
Railway Board Accounts—Account Current—(Exchange).	..	..	..	..	16	..	16
TOTAL III . .	..	..	..	..	16	..	16
GRAND TOTAL I—III . .	..	1,61,08,96	71,27	41,28	8,17	1,10,60	2,31,32

on the 31st March 1941—concld.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(*In thousands of rupees.*)

Capital outlay to end of financial year including in the case of purchased railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
1,02,74,84	45,86,01	6,93,31	2,88,57	1,58,42,73	1,77,83,65	Total Companies' Lines (Open Lines)—Brought forward.
1,16,75	..	3,74	17	1,20,66	1,20,66	Jodhpur.
1,71,63	79,36	8,86	8,17	2,68,02	2,68,02	Lucknow-Bareilly (R. & K.).
22,62,21	10,05,20	1,62,72	61,80	34,91,93	52,39,67	Madras and Southern Mahratta
25,61	..	2,32	..	27,93	27,93	Dhone-Kurnool (N. S.).
26,79,87	8,86,73	2,14,92	80,91	38,62,43	46,25,92	South Indian.
6,95,55	2,56,38	51,35	40,32	10,43,60	10,43,60	Tirhoot (B. & N. W.) including Mashrak-Thawe Extension..
7,43	4,70	41	68	13,22	13,22	Jorhat.
1,62,33,89	68,18,38	11,37,63	4,80,62	2,46,70,52	2,91,22,67	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
11,99	..	1,02	..	13,01	13,01	Jodhpur.
1,03,99	..	6,96	..	1,10,95	1,10,95	Madras and Southern Mahratta.
15,35	..	..	..	15,35	15,35	South Indian.
1,31,33	..	7,98	..	1,39,31	1,39,31	TOTAL II (*ii*).
						III.—Miscellaneous Items.
..	..	1,38,06	..	1,38,06	1,38,06	Railway Board's Accounts—Account Current—(Exchange).
..	..	1,38,06	..	1,38,06	1,38,06	TOTAL III.
4,03,34,96	1,58,64,62	25,40,59	12,43,74	5,99,83,91	7,60,92,87	GRAND TOTAL I—III.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
(A) Worked by the Branch						
OPEN LINES.						
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	43	43
Bankura-Damoodar River	,,	—3	*Nil*	*Nil*	15	12
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	—25	—25
Futwah-Islampur	,,	*Nil*	*Nil*	*Nil*	17	17
Kalighat Falta	,,	*Nil*	*Nil*	*Nil*	5	5
TOTAL 1-(A)	..	—3	*Nil*	*Nil*	55	52
(B) Worked by the						
OPEN LINES.						
Chaparmukh-Silghat (A. B.)	3′ 3¾″	9	*Nil*	*Nil*	*Nil*	9
Katakhal Lalabazar (A. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	9	*Nil*	*Nil*	*Nil*	9
OPEN LINES.						**2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE**
Hoshiarpur-Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	1	*Nil*	*Nil*	*Nil*	1
Phagwara-Rahon (N. W.)	,,	6	*Nil*	*Nil*	*Nil*	6
Mandra-Bhaun (N. W.)	,,	4	*Nil*	*Nil*	*Nil*	4
Sara-Sirajganj (E. B.)	,,	68	*Nil*	*Nil*	*Nil*	68
Sialkot-Narowal (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Tapti Valley (B., B. & C. I.)	,,	8	*Nil*	1	*Nil*	9
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3¾″	1	*Nil*	*Nil*	*Nil*	1
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi Railway) (G. I. P.).	,,	10	1	*Nil*	*Nil*	11
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	5	*Nil*	*Nil*	*Nil*	5
Khulna Bagerhat (E. B.)	,,	5	6	*Nil*	*Nil*	11
Mayurbhanj (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nadiad-Kapadvanj (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	—3	—1	*Nil*	*Nil*	—4
Darjeeling-Himalayan Extensions	2′ 0″	9	23	*Nil*	*Nil*	32
TOTAL (2)	..	1,16	29	1	*Nil*	1,46

year 1940-41 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
line Company.					OPEN LINES.
16,30	2,38	2,06	44	21,18	Ahmadpur-Katwa.
30,20	5,60	3,90	52	40,22	Bankura-Damodar River.
14,63	3,67	1,71	46	20,47	Burdwan-Katwa.
16,89	2,62	*Nil*	27	19,78	Futwah-Islampur.
15,10	7,05	1,64	66	24,45	Kalighat-Falta.
93,12	21,32	9,31	2,35	1,26,10	TOTAL 1-(A).
Main Line.					OPEN LINES.
33,47	*Nil*	1,72	*Nil*	35,19	Chaparmukh-Silghat (A. B.).
15,80	*Nil*	1,39	*Nil*	17,19*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
51,28	1,17	3,30	*Nil*	55,75	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
33,76	*Nil*	3,12	*Nil*	36,88	Hoshiarpur-Doab (N. W.)— Jullundur-Mukerian (N. W.).
26,56	*Nil*	2,52	*Nil*	29,08	Phagwara-Rahon (N. W.).
24,76	*Nil*	3,13	*Nil*	27,89	Mandra-Bhaun (N. W.).
92,89	*Nil*	6,94	*Nil*	99,83	Sara-Sirajganj (E. B.).
29,26	*Nil*	2,55	*Nil*	31,81	Sialkot-Narowal (N. W.).
1,26,66	*Nil*	11,03	*Nil*	1,37,69	Tapti Valley (B., B. & C. I.).
34,29	3	4,06	*Nil*	38,38	Ahmedabad-Parantij (B., B. & C. I.).
11,28	6,35	3,43	*Nil*	21,06	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,39	2,34	1,85	*Nil*	12,58	Dhond-Baramati (G. I. P.).
59,70	18,88	15,09	*Nil*	93,67	Ellichpur-Yeotmal (including Pulgaon Arvi Railway) (G. I. P.).
8,96	1,83	3,42	*Nil*	14,21	Godhra-Lunavada (B., B. & C. I.).
17,72	5,31	1,67	*Nil*	24,70	Jacobabad-Kashmor (N. W.).
6,79	1,57	81	*Nil*	9,17	Khulna-Bagerhat (E. B.).
22,76	66	1,37	*Nil*	24,79	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad-Kapadvanj (B., B. & C. I.).
12,42	2,01	3,77	*Nil*	18,20	Pachora-Jamner (G. I. P.).
42,42	6,90	9,63	*Nil*	58,95	Darjeeling-Himalayan Extensions.
5,67,47	50,61	77,11	*Nil*	6,95,19	TOTAL (2).

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

2 (b).—Statement of Capital Outlay to the end of the

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2.	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mymensingh-Bhairab Bazar (A. B.)	,,	28	*Nil*	*Nil*	*Nil*	28
TOTAL (3)	..	28	*Nil*	*Nil*	*Nil*	28
4. COMPANIES' LINES SUBSIDIZED BY THE						
OPEN LINES.						
Bengal and North Western*	3′ 3⅜″	7,93	4,49	32	—1,05	11,69
Bengal Dooars Extensions*	,,	††	††	††	††	††
Mirpur Khas-Khadro† (Jodhpur)	,,	4	*Nil*	*Nil*	*Nil*	4
Rohilkund and Kumaon	,,	45	35	*Nil*	*Nil*	80
Barsi Light†	2′ 6″	*Nil*	—69	2	—2	—69
Shahdara (Delhi) Saharanpur Light*§	,,	8	11	*Nil*	19	38
Matheran Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (4)	..	8,50	4.26	34	—88	12,22
OPEN LINES.						**5. COMPANIES LINES SUBSIDIZED**
Dibru-Sadiya	3′ 3⅜″	54	23	*Nil*	*Nil*	77
Darjeeling-Himalayan	2′ 0″	3	—3	*Nil*	—29	—29
TOTAL (5)	..	57	20	*Nil*	—29	48
OPEN LINES.						**6. LINES OWNED BY UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	35	*Nil*	*Nil*	*Nil*	35
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	2	2
Parlakimedi Light (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (6)	..	35	*Nil*	*Nil*	2	37

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

§ This line has been transferred to head 4 from "5 Companies' lines subsidized by the Provincial Governments".

†† Purchased by Government and Capital included under E. B. Rly. from 1st January 1941.

year 1940-41 of ***other than State-owned*** *Railways*—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs	Rs.	Rs.	
					OPEN LINES.
GUARANTEE AND REBATE TERMS.					
62,71	2,88	2,88	2,00	70,47	Jamnagar-Dwarka.
1,18,09	*Nil*	7,00	*Nil*	1,25,09	Mymensingh-Bhairab Bazar (A. B.).
1,80,80	2,88	9,88	2,00	1,95,56	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
8,68,35(*b*)	2,93,18	92,85	6,39	12,60,77(*b*)	Bengal and North Western.*
††	††	††	††	††	Bengal Deccan Extensions.*
9,32	*Nil*	**62	*Nil*	9,94	Mirpur Khas-Khadro† (Jodhpur).
1,36.48	61,01	12,94	*Nil*	2,10,43	Rohilkund and Kumaon.
1,27,89	47,20	8,08	1,92	1,85,09	Barsi Light.†
35,81	14,39	*Nil*	1,30	51,50	Shahdara (Delhi) Saharanpur Light*§
11,95	42	7	*Nil*	12,44(*a*)	Matheran Light.‡
11,89,80	4,16,20	1,14,56	9,61	17,30,17	TOTAL (4).
BY PROVINCIAL GOVERNMENTS.					OPEN LINES.
76,66	58,74	18,11	*Nil*	‖1,53,51	Dibru-Sadiya.
32,64	12,67	2,80	2,14	50,25	Darjeeling-Himalayan.
1,09,30	71,41	20,91	2,14	2,03,76	TOTAL (5).
COMPANIES AND PRIVATE BODIES.					OPEN LINES.
19,46	*Nil*	*Nil*	*Nil*	19,46	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	14	11,71	Bengal Provincial.
17,49	5,30	2,16	*Nil*	24,95	Parlakimedi Light (B. N.).
63	37	12	*Nil*	1,12	Jagadhri Light.
46,38	8,43	2,29	14	57,24	TOTAL (6).

(*a*) Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

(*b*) Includes 4 on account of survey.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru Sadiya Railway in the years when a sudsidy was payable.

** Rs. 30,510 and Rs. 3,617 of plant construction against Jodhpur-Hyderabad Railway and Mirpurkhas-Khadro Branch Railway previously shown under 'Works' have now been shown under 'General charges' on revised information furnished by the Railway.

2 (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cochin Harbour Railway (S. I.)	,,	..	—	..	..	..
Podanur-Pollachi (S. I.)	3′ 3⅜″	—8	*Nil*	*Nil*	*Nil*	—8
Tinnevelly-Tiruchendur (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (7)	—	—8	*Nil*	*Nil*	*Nil*	—8
8. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Bengal Dooars	3′ 3⅜″	††	††	††	††	††
Arrah-Sasaram Light	2′ 6″	*Nil*	27	*Nil*	8	35
Baraset-Basirhat Light	,,	3	—34	*Nil*	1	—30
Bukhtiarpur-Bihar Light	,,	3	76	*Nil*	3	82
Dehri-Rohtas Light *	,,	(a)2	*Nil*	*Nil*	1	(a) 3
Howrah-Amta Light	2′ 0″	33	24	*Nil*	—10	47
Howrah Sheakhala Light	,,	1	63	*Nil*	*Nil*	64
Tezpur-Balipara Light §	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (8)	..	42	1,56	*Nil*	3	2,01

* This line has been transferred from "4. Companies' lines subsidized by the Government of India."

§ This line has been shown under "8. Companies' lines subsidized by District Boards" instead of "6. Lines owned by Unassisted Companies and Private Bodies". (a) Includes 2 on account of Survey.

†† Purchased by Government and Capital merged with E.B. Rly. from 1st January 1941.

1940-41 of other than State-owned Railways—contd. (*In thousands of rupees*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,84	*Nil*	1,14	*Nil*	15,98	Tenali-Repalle (M. & S. M.).
..	..	..	..	†29,00	Cochin Harbour Railway (S. I.)
8,80	4,91	1,26	*Nil*	14,97	Podanur-Pollachi (S. I.).
24,65	*Nil*	2,50	*Nil*	27,15	Tinnevelly-Tiruchendur (S. I.).
48,29	4,91	4,90	*Nil*	87,10	TOTAL (7).
BY DISTRICT BOARDS.					OPEN LINES.
††	††	††	††	††	Bengal Doocan.
18,75	6,73	20	17	25,85	Arrah-Sasaram Light.
19,49	7,07	*Nil*	19	26,75	Baraset-Basirhat Light.
10,67	5,67	*Nil*	18	16,52	Bukhtiarpur-Bihar Light.
(a) 6,18	4,21	36	70	(a) 11,45	Dehri-Rohtas Light. *
17,58	12,60	*Nil*	1,65	31,83	Howrah-Amta Light.
5,02	4,26	*Nil*	*Nil*	9,28	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light. §
80,89	42,14	63	2,89	1,26,55	TOTAL (8).

† The line has been constructed by the Cochin Harbour Authorities. Details of the amount are not available.

2. (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						9. INDIAN STATE LINES WORKED
(a) Open Lines.						
Nizam's State†	5′ 6″	19,01	1,17	1,29	2,87	24,34
Bhavnagar State	3′ 3⅜″	76	4	5	4,49	5,34
Bikaner State	,,	2,60	1,17	39	1,47	5,63
Gaekwar's Baroda State (Mehsana)	,,	—39	12	*Nil*	*Nil*	—27
Gondal	,,	—35	1,97	*Nil*	2,78	4,40
Jaipur State	,,	4,55	4,60	16	—1,86	7,45
Jetalsar-Rajkot (Gondal)	,,	1	*Nil*	*Nil*	—1	*Nil*
Jodhpur	,,	2,06	97	1	5,13	8,17
Junagad State	,,	11	10	*Nil*	2,27	2,48
Morvi	,,	70	—47	*Nil*	7,90	8,13
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere, Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections, Arsalu-Anandapuram, Bangalore-Harihar and Yesvantpur-Hindupur).	,,	2,71	55	3	55	3,84
Porbandar State (Gondal)	,,	26	29	*Nil*	—23	32
Mewar State	,,	—2	3	*Nil*	50	51
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	1	24	*Nil*	*Nil*	25
Dholpur State*	,,	4	*Nil*	*Nil*	*Nil*	4
Gaekwar's Baroda State	,,	—36	—21	*Nil*	1,03	46
Kolar District (Mysore)	,,	4	*Nil*	*Nil*	*Nil*	4
Gwalior Light	2′ 0″	6	—29	*Nil*	*Nil*	—23
Tarikere-Narasimharajapura Tramway (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (a)	..	31,80	10,28	1,93	26,89	70,90
(b) Lines under construction.						
Sadulpur to Rewari (Bikaner State)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Anandapuram to Sagra (Mysore)	,,	2,10	*Nil*	22	—2	2,30
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	84	*Nil*	18	—17	85
Sanganer, Deoli (Jaipur) (including Jaipur-Sheodaspura realignment).	,,	84	*Nil*	9	*Nil*	93
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	3,78	*Nil*	49	—19	4,08
Total (9) [(a)+(b)]	..	35,58	10,28	2,42	26,70	74,98

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli Section.

† Includes figures for Metre Gauge.

1940-41 of other than State-owned Railways—contd. (*In thousands of rupees.*)

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) Open Lines.
10,91,59	2,90,80	97,11	29,88	§15,09,38	Nizam's State.†
1,62,31	77,62	8,15	10,36	2,58,44	Bhavnagar State.
3,00,94	98,12	10,11	13,99	4,23,16	Bikaner State.
1,48,68	26,91	11,16	*Nil*	1,86,75	Gaekwar's Baroda State (Mehsana).
**73,71	37,75	2,52	3,99	**1,17,97	Gondal.
93,66	26,23	4,06	5,87	1,29,82	Jaipur State.
28,43	*Nil*	90	4	29,37	Jetalsar-Rajkot (Gondal).
2,94,64	1,91,42	3,61	15,65	5,05,32	Jodhpur.
1,21,04	33,34	5,15	6,57	1,66,10	Junagad State.
71,32	41,34	2,23	9,58	1,24,47	Morvi.
4,21,69	1,43,90	28,28	7,40	6,01,27	Mysore (including Birur-Shimoga) Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere, Nanjangud-Chamarajanagar, Shimoga-Arsalu Sections and Arsalu-Anandapuram, Bangalore-Harihar and Yesvantpur-Hindupur).
16,40	11,14	46	57	28,57	Porbandar State (Gondal).
1,00,77	22,50	5,32	1,65	1,30,24	Mewar State.
9,35	*Nil*	1,19	*Nil*	10,54	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,13	3,96	2,10	2,03	24,22	Cutch State.
11,67	4,43	51	*Nil*	16,61	Dholpur State.*
2,24,61	53,20	20,92	7,61	3,06,34	Gaekwar's Baroda State.
14,59	12,38	1,50	*Nil*	28,47	Kolar District (Mysore).
1,01,76	15,05	6,10	*Nil*	1,22,91	Gwalior Light.
5,92	3,15	76	*Nil*	‡9,83	Tarikere-Narasimharajapura Tramway (Mysore).
33,09,21	10,93,24	2,12,14	1,15,19	47,29,78	Total (*a*).
					(*b*) Lines under construction.
47	*Nil*	*Nil*	*Nil*	47	Sadulpur to Rewari (Bikaner State).
5,74	*Nil*	53	*Nil*	6,27	Anandapuram to Sagra (Mysore).
9,31	*Nil*	77	*Nil*	10,08	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
1,01	*Nil*	9	*Nil*	1,10	*Sanganer Deoli (Jaipur). (including* Jaipur-Sheodaspura realignment).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
17,40	*Nil*	1,46	*Nil*	18,86	Total (*b*).
33,26,61	10,93,24	2,13,60	1,15,19	47,48,64	Total (9) [(*a*)+(*b*)].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ Excludes the outlay on Tadasa Hebbe Tramway.

**Includes 1,51 on account of Kunkavav-Derdi Section which was opened for traffic on 19th March 1940.

2. (b)-*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital-outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Open Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	2	*Nil*	*Nil*	*Nil*	2
Bhopal Harsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jammu and Kashmir (Indian State section) (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Jind-Panipat (Indian State section) (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Kolar Gold Fields (M. & S. M.)	,,	—5	*Nil*	*Nil*	*Nil*	—5
Ludhiana-Dhuri-Jakhal (N. W.)	,,	6	*Nil*	*Nil*	*Nil*	6
Nagda-Ujjain (B., B. & C. I.)	,,	1	*Nil*	*Nil*	*Nil*	1
Petlad-Cambay (Anand-Tarapur section) B., B. & C. I.	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Tarapur-Cambay section) B., B. & C. I.	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rajpura-Bhatinda (N. W.)	,,	12	*Nil*	*Nil*	*Nil*	12
Shoranur-Cochin (including Idappalli Ernakulam Extension) (S. I.)	,,	23	*Nil*	24	*Nil*	47
Sirhind Rupar (N. W.)‡	,,	2	*Nil*	*Nil*	*Nil*	2
Cooch Behar State (E. B.)	3′ 3⅜″	8	*Nil*	*Nil*	*Nil*	8
Dhrangadhra (B., B. & C. I.)	,,	1	*Nil*	*Nil*	*Nil*	1
Jamnagar §(Jamnagar-Dwarka)	,,	8,60	42	20	*Nil*	9,22
Kolhapur State (M. & S. M.)	,,	3	*Nil*	*Nil*	*Nil*	3
Okhamandal (Jamnagar-Dwarka)	,,	9	76	*Nil*	*Nil*	85
Palanpur State (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	3	*Nil*	—2	*Nil*	1
Sangli State (M. & S. M.)	,,	1	*Nil*	*Nil*	*Nil*	1
Piplod Devgad Baria (B., B. & C. I.)	2′ 6″	1	1	*Nil*	*Nil*	2
Rajpipla State (B., B. & C. I.)†	,,	*Nil*	6	*Nil*	*Nil*	6
Total (*a*)	..	9,30	1,25	42	*Nil*	10,97
(*b*) Lines under Construction—						
Jam—Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar).	3′ 3⅜″	6	*Nil*	*Nil*	1,47	1,53
Total (*b*)	..	6	*Nil*	*Nil*	1,47	1,53
Total (10) [(*a*) + (*b*)]	..	9,36	1,25	42	1,47	12,50

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

§ Includes figures for Hadmatiya-Ahed Jodiya Railway extensions.

1940-41 of other than State-owned Railways—contd. *(In thousands of rupees.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(*a*) OPEN LINES.
81,32	*Nil*	12,30	*Nil*	93,62	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.).
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,08	*Nil*	6,96	*Nil*	82,04	Bhopal Ujjain (G. I. P.).
93,73	18	8,24	*Nil*	1,02,15	Bina-Goona-Baran (G. I. P.).
11,32	*Nil*	60	*Nil*	11,92	Jammu and Kashmir (Indian State section). (N. W.).
15,82	*Nil*	1,73	*Nil*	17,55	Jind-Panipat (Indian State section) (N. W.).
13,49	*Nil*	88	*Nil*	14,37	Khanpur-Chachran (N. W.).
11,78	*Nil*	64	*Nil*	12,42	Kolar Gold Fields (M. & S. M.).
47,69	*Nil*	2,29	*Nil*	49,98	Ludhiana-Dhuri-Jakhal (N. W.).
21,13	*Nil*	1,74	*Nil*	22,87	Nagda-Ujjain (B., B. & C. I.).
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T'pur sec.) (B., B. & C. I.).
9,12	*Nil*	33	*Nil*	9,45	Petlad-Cambay (T'pur-Caby. sec.) (B., B. & C. I.).
78,61	*Nil*	2,71	*Nil*	81,32	Rajpura-Bhatinda (N. W.).
1,01,96	63	12,31	15	1,15,05	Shoranur-Cochin (S. I.).
29,55	*Nil*	2,08	*Nil*	31,63	Sirhind Rupar (N. W.).‡
19,89	1,07	96	*Nil*	21,92	Cooch Behar State (E. B.).
14,40	4	67	*Nil*	15,11	Dhrangadhra (B., B. & C. I.).
40,21	17,47	1,16	2,00	60,84	Jamnagar (Jamnagar-Dwarka).
22,49	*Nil*	1,21	*Nil*	23,70	Kolhapur State (M. & S. M.).
25,28	17,30	2,23	1,00	45,81	Okhamandal (Jamnagar-Dwarka).
5,82	*Nil*	15	*Nil*	5,97	Palanpur State (B., B. & C. I.).
60,10	5,78	7,58	*Nil*	73,46	Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).
1,98	*Nil*	10	*Nil*	2,08	Sangli State (M. & S. M.).
5,79	3,51	49	*Nil*	9,79	Piplod Devgad Baria (B., B. & C. I.).
14,80	3,63	1,20	*Nil*	19,63	Rajpipla State (B., B. & C. I.) †.
8,65,04	49,61	69,39	3,25	9,87,29	Total (*a*).
					(*b*) Lines under Construction —
11	*Nil*	*Nil*	1,47	1,58	Jam-Wanthali-Kalavad Rajkot-Atkot-Jasdan Extensions (Jamnagar).
11	*Nil*	*Nil*	1,47	1,58	Total (*b*).
8,65,15	49,61	69,39	4,72	9,88,87	TOTAL (10) [(*a*) + (*b*)].

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
Open Lines.						
Bangalore-Chick Ballapur Light (Mysore)	2′ 6″	3	*Nil*	*Nil*	*Nil*	3
Total (11)	...	3	*Nil*	*Nil*	*Nil*	3
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pondicherry (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
West of India Portuguese (M. & S. M.)	,,	‡—4	...	...	...	‡—4
Total (12)	...	—4	*Nil*	*Nil*	*Nil*	—4
13. Total (1) to (12)	...	56,19	17,84	3,19	27,60	1,04,82
14. Miscellaneous	...	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total	...	56,19	17,84	3,19	27,60	1,04,82

‡ Represents total figure, the details not being available.

1940-41 of other than State-owned Railways—concld. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,56	6,39	1,76	*Nil*	16,71	Bangalore-Chick Ballapur Light (Mysore).
8,56	6,39	1,76	*Nil*	16,71	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,15	*Nil*	1,14	*Nil*	7,29	Peralam Karaikkal (S. L.).
5,83	*Nil*	37	*Nil*	6,20	Pondicherry (S L.).
‡2,31,30	..	..	..	‡2,31,30	West of India Portuguese (M. & S. M.).
2,43,28	*Nil*	1,51	*Nil*	2,44,79	TOTAL (12).
68,10,93	17,68,31	5,29,15	1,39,04	92,76,43	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	**14. Miscellaneous.**
68,19,16	17,68,31	5,29,79	1,39,04	92,85,30	**15. Grand Total.**

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details not being available.

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway.	Gross Revenue Receipts For the system including worked lines.			Working For the		
	Earnings.	Suspense.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7
State Lines worked by the State.						
East Indian	24,41,74	—6,22	24,35,52	10,99,92	1,74,34	2,49,30
Eastern Bengal †	6,92,37	—3,48	6,88,89	4,25,22	57,06	86,27
North Western	19,66,91	—6,18	19,60,73	9,90,43	1,60,30	2,47,42
Great Indian Peninsula	17,46,55	—19,90	17,26,65	7,44,97	98,76	1,90,35
Total	68,47,57	—35,78	68,11,79	32,60,54	4,90,46	7,73,34
State Lines worked by Companies or by Indian States.						
Assam-Bengal	2,23,22	3,05	2,26,27	1,24,14	7,67	41,38
Bengal-Nagpur	12,09,02	5,61	12,14,63	6,11,78	86,83	1,30,56
Bezwada Extension and Dhone Kurnool	14,99	..	14,99	7,99	2	77
Bombay, Baroda and Central India	14,80,63	—46	14,80,17	6,39,05	58,06	1,24,35
Jodhpur-Hyderabad (British Section)	46,96	1,49	48,45	22,78	3,30	2,22
Lucknow-Bareilly (R. & K.)	93,96	77	94,73	35,91	2,99	4,46
Madras and Southern Mahratta	8,37,16	70	8,37,86	3,94,27	39,37	89,43
South Indian	6,14,53	—57	6,13,98	3,07,16	21,89	77,45
Tirhoot (B. & N. W.)	4,13,84	1,11	4,14,95	1,60,72	8,16	17,34
Railway Clearing Accounts	..	..	..	..	..	..
Railway Board Accounts	..	..	..	3	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	2,84
Total	49,34,33	11,70	49,46,03	23,03,83	2,28,29	4,90,80
Grand Total	1,17,81,90	—24,08	*1,17,57,82	55,64,37	7,18,75	12,64,14

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 4 above	1,17,57,82
Add—Miscellaneous Railway Receipts	1,88,91
Government share of surplus profits from the subsidized companies, etc.	13,25
Total Receipts	1,19,59,98

† Includes figures of Bengal Dooars Railway after its purchase by the Government of India on the 1st January 1941.

Revenue Receipts of State-owned Railways for the year 1940-41. (*In thousands of rupees.*)

EXPENSES.					Net Revenue Receipts of State-owned Railways. (Cols. 4—11—12).	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{\text{(Col. 5)} \times 100}{\text{Col. 2}}\right)$	Class and Name of Railway.
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 9—10).	Payment to Worked Lines.			
Suspense.	Total. (Cols. 5 to 8).						
8	9	10	11	12	13	14	15
							STATE LINES WORKED BY THE STATE.
—6,00	15,17,56	1,74,34	13,43,22	..	10,92,30	45·05	East Indian.
—37	5,68,18	57,06	5,11,12	8,01	1,69,76	61·42	Eastern Bengal.†
2,96	14,01,11	1,60,30	12,40,81	28,86	(a)6,91,06	50·35	North Western.
—1,24	10,32,64	98,76	9,34,68	39,68	7,52,89	42·65	Great Indian Peninsula.
—4,65	45,19,69	4,90,46	40,29,23	76,55	27,06,01	47·62	Total
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
6,00	1,79,19	7,67	1,71,52	8,15	46,60	55·61	Assam-Bengal.
2,35	8,31,52	86,83	7,44,69	1,13	4,68,84	50·60	Bengal-Nagpur.
..	8,78	2	8,76	..	6,23	53 29	Bezwada Extension and Dhone Kurnool.
1,93	8,23,39	58,06	7,65,33	33,54	6,81,30	43·16	Bombay, Baroda and Central India.
—23	28,07	3,30	24,77	1,32	22,36	48·51	Jodhpur-Hyderabad (British Section)
—81	42,55	2,99	39,56	24,92	30,25	38·22	Lucknow-Bareilly (R. & K.).
—1,51	5,21,56	39,37	4,82,19	11,17	3,44,50	47·10	Madras and Southern Mahratta.
13	4,06,63	21,89	3,84,74	9,49	2,19,75	49·98	South Indian
—5,36	1,80,36	8,16	1,72,20	1,42,67	99,58	38·84	Tirhoot (B. & N. W.).
—48	—48	..	—48	..	48	..	Railway Clearing Accounts.
..	3	..	3	..	—3	..	Railway Board Accounts.
..	2,84	..	2,84	..	—2,84	..	Contribution to Depreciation Reserve Fund (Miscellaneous).
2,02	30,24,94	2,28,29	27,96,65	2,32,39	19,16,99	46·69	TOTAL.
—2,63	75,44,63	7,18,75	*68,25,88	3,08,94	46,23,00	47·23	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(a) N. W. Railway, Commercial . .	17,87,45	10,43,28	28,86	7,15,31
N. W. Railway, Military . .	1,73,28	1,97,53	..	—24,25
Total .	19,60,73	12,40,81	28,86	6,91,06

*The total Expenditure on Railways for the year is :—

	Rs.
Working expenses as per column 11 above	68,25,88
Payment to Worked Lines	3,08,94
Add—Miscellaneous Railway Expenditure	61,31
Surplus profits paid to companies	49,64
Interest charges as per Statement 4	28,67,78
Total Expenditure ..	1,01,13,55

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1940-41.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt and annuities.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Eastern Bengal	41,534	(c) 686	..	686	42,220	5,64	1,77,27	11,29	1,94 20
2. East Indian	1,112,725	..	..	..	1,112,725	1,48,93	3,24,76	1,08,97	5,82 68
3. North Western (Commercial)	95,165	..	..	..	95,165	12,71	3,85,07	36,37	4,34,15
4. North Western (Military)	..	..	..	..	..	..	1,27,40	..	1,27,40
5. Great Indian Peninsula	349,814	..	..	..	349,814	46,72	2,68,74	84,90	4,00,36
6. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	6,84	..	6,84
7. Total	1,599,238	686	..	686	1,599,924	2,14,02	12,90,08	2,11,53	17,45,63
State Lines worked by Companies or by Indian States.									
8. Assam-Bengal	..	45,000	..	45,000	45,000	6,00	86,87	..	92,87
9. Bengal-Nagpur	..	105,000	80,000	185,000	185,000	24,67	2,88,59	..	3,13,26
10. Bezwada and Dhone - Kurnool.	..	..	..	..	..	..	1,78	..	1,78
11. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,32	1,93,55	7,50	2,66,37
12. Jodhpur (British Section)	..	..	..	..	..	..	5,40	..	5,40
13. Lucknow-Bareilly (R. & K.)	..	..	(a)18,880	18,880	18,880	2,17	7,53	..	9,70
14. Madras and Southern Mahratta.	31,583	175,000	..	175,000	206,583	27,54	1,49,52	44,12	2,21,18
15. South Indian	148,053	35,000	92,730	127,730	275,783	36,77	1,29,79	..	1,66,56
16. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	28,65	..	39,36
17. Total	568,487	420,000	306,934	726,934	1,295,421	1,73,18	8,91,68	51,62	11,16,48
Miscellaneous Items.									
18. Miscellaneous items Deduct :—	—	—	—	—	—	(b) 30	5,40	—	5,70
19. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	—	—	..	..	..	..	..	—
20. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	3	..	3
21. Total	..	..	..	..	..	30	5,37	..	5,67
22. **Grand Total**	2,167,725	420,686	306,934	727,620	2,895,345	3,87,50	21,87,13	2,93,15	28,67,78

(a) Represents interest on the State share of joint debenture stock.

(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.

(c) Represents interest on the unpaid balance of the purchase price of the Bengal Docars Railway on 1-1-1941

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1939-40 and 1940-41.

(In thousands of rupees.)

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE. II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory ratee of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1*s.* 6*d.* to the rupee.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4 $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Assam-Bengal	3′ 3⅜″	*1939-40*	*26,48,74*	‡‡*2,13,35*	*1,68,26*	*45,09*	*78·86*	*1·70*	
		1940-41	26,62,11	**2,23,22	1,65,52	57,70	74·15	2·17	
Bengal and North-Western	3′ 3⅜″	*1939-40*	*22,84,94*	*3,62,90*	*1,84,82*	*1,78,08*	*50·93*	*7·79*	
		1940-41	23,04,37	4,13,84	1,93,33	2,20,51	46·72	9·57	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1939-40*	*78,45,97*	*11,04,46*	*7,43,44*	*3,61,02*	*67·31*	*4·60*	
		1940-41	79,02,29	12,09,02	7,42,34	4,66,68	61·40	5·91	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1939-40*	*77,50,20*	*12,87,03*	*7,47,00*	*5,46,03*	*57·57*	*7·05*	
		1940-41	77,53,46	14,80,63	7,63 39	7,17,24	51·56	9·26	
Easton Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1939-40*	*53,06,46*	*6,36,59*	*5,53,20*	*83,39*	*86·90*	*1·57*	
		1940-41 ††	53,52,10	6,88,85	5,09,79	1,79,06	74·01	3·35	
East Indian	5′ 6″	*1939-40*	*1,49,94,17*	*21,55,46*	*13,70,84*	*8,44,62*	*60·52*	*5·63*	
		1940-41	1,50,52,97	24,41,74	13,49,22	10,92,52	55·26	7·26	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1939-40*	*1,17,79,70*	*14,22,98*	*9,11,01*	*5,11,97*	*64·02*	*4·35*	
		1940-41	1,16,49,57	17,46,55	9,35,32	8,11,23	53·55	6·93	
Jodhpur	3′ 3⅜″	*1939-40*	*6,49,31*	*1,38,38*	*76,87*	*61,51*	*55·55*	*9·47*	
		1940-41	6,59,01	1,50,76	71,38	79,38	47·35	12·04	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1939-40*	*(a)56,34,69*	‖*8,01,71*	‖*4,89,26*	‖*3,12,45*	‖*61·00*	‖*5·55*	(a) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1940-41	(a)56,44,97	‖8,43,97	‖4,88,02	‖3,55,95	‖57·80	‖6·31	
Mysore State	3′ 3⅜″ 2′ 6″ and 2′ 0″	*1939-40*	*6,56,34*	*82,86*	*56,31*	*26,55*	*67·95*	*4·05*	
		1940-41	6,62,55	92,05	56,84	35,21	61·75	5·32	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

** Excludes 10 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

‡‡ Excludes 8 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† Exclusive of Bengal Dooars Railway: purchased by the Government of India on 1st January 1941 and amalgamated with Eastern Bengal Railway.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1939-40 and 1940-41.*—contd.

(In thousands of rupees)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*concld.*									
Nizam's State	5′ 6″	*1939-40*	*15,31,01*	*1,67,49*	*72,75*	*94,74*	*43·43*	*8·34*	
		1940-41	15,55,38	1,77,38	74,23	1,03,15	41·85	9·31	
	3′ 3⅜″	*1939-40*	**	*85,76*	*52,81*	*32,95*	*61·58*	**	
		1940-41	**	96,26	54,65	41,61	56·77	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1939-40*	*1,19,44,31*	*15,50,43*	*10,07,00*	*5,43,43*	*64.95*	*4·55*	
		1940-41	1,18,65,39	17,93 63	10,40,32	7,53,31	58·00	6·35	
North Western (Military)	5′ 6″, and 2′ 6″	*1939-40*	*33,81,71*	*1,39,36*	*1,89,45*	*—50,09*	*135·95*	*—1·48*	
		1940-41	33,77,14	1,73,28	1,97,53	—24,25	114·11	—0·72	
North Western (Total)	..	*1939-40*	*1,53,26,02*	*16,89,79*	*11,96,45*	*4,93,34*	*70·80*	*3·22*	
		1940 41	1,52,42,53	19,66,91	12,37,85	7,29,06	62·93	4·78	
Rohilkund and Kumaon	3′ 3⅜″	*1939-40*	*4,75,91*	*76,93*	*37,19*	*39,74*	*48·34*	*8·35*	
		1940-41	4,78,45	93,96	43,52	50,44	46·32	10·54	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1939-40*	*48,68,53*	*5,51,26*	*3,86,88*	*1,64,38*	*70·18*	*3·38*	
		1940-41	49,14,39	6,14,55	3,84,61	2 29,94	62·60	4·68	
Total Class I Railways	..	*1939-40*	*8,17,51,90*	*1,07,76,95*	*69,81,09*	*37,95,86*	*64·78*	*4·64*	
		1940-41	8,18,34,15	1,22,39,69	70,70,01	51,69,68	57·76	6·32	
Class II.									
Barsi Light	2′ 6″	*1939-40*	*1,85,78*	*16,94*	*10,32*	*6,62*	*60·93*	*3·56*	
		1940-41	1,85,09	22,48	10,53	11,95	46·84	6·45	
Bengal Dooars	3′ 3⅜″	*1939 40*	*1,68,71*	*18 92*	*11,41*	*7,51*	*60·30*	*4·45*	
		†† 1940-41	1,68,44	20,11	15,54	4,57	77·29	2·71	
Bhavnagar State	3′ 3⅜″	*1939-40*	*2,53,10*	*28,40*	*18,49*	*9,91*	*65·12*	*3·91*	
		1940 41	2,58,44	31,88	19,82	12,06	62·18	4·67	
Bikaner State	3′ 3⅜″	*1939-40*	*4,18,00*	*56,45*	*32,52*	*23,93*	*57 61*	*5·72*	
		1940-41	4,23,63	53,96	32,96	21,00	61·08	4·99	
Darjeeling Himalayan	2′ 0″	*1939-40*	*1,09,17*	*17,27*	*12,61*	*4,66*	*73 01*	*4·27*	
		1940-41	1,09,20	17,25	12,45	4,80	72·17	4·40	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

†† Purchased by Government on 1-1-41.

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1939-40 and 1940-41. —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1939-40*	*‡‡1,71,85*	*22,80*	*13,64*	*9,16*	*59·84*	*5·33*	
		1940-41	‡‡1,72,97	23,31	14,24	9,07	61·12	5·24	
Gaekwar's Baroda State	3′ 3⅜″	*1939-40*	*1,87,02*	*23,11*	*15,02*	*8,09*	*65·01*	*4·32*	
		1940-41	1,86,75	26,08	14,72	11,36	56·43	6·08	
	2′ 6″	*1939-40*	*3,16,42*	*23,60*	*15,99*	*7,61*	*67·76*	*2·41*	
		1940-41	3,16,88	26,53	17,11	9,42	64·50	2·97	
Gondal	3′ 3⅜″	*1939-40*	*1,71,19*	*25,11*	*13,98*	*11,13*	*55·68*	*6·50*	
		1940-41	1,75,91	25,89	11,61	14,28	44·84	8·12	
Jaipur State	3′ 3⅜″	*1939-40*	*1,22,54*	*16,81*	*9,20*	*7,61*	*54·75*	*6·21*	
		1940 41	1,30,92	16,82	10,05	6,77	59·75	5·17	
Jamnagar Dwarka	3′ 3⅜″	*1939-40*	*1,73,29*	*15,88*	*8,74*	*7,14*	*55·04*	*4·12*	
		1940-41	1,78,70	18,02	10,02	8.00	55·61	4·48	
Junagad State	3′ 3⅜″	*1939-40*	*1,63.62*	*16,89*	*11,27*	*5,62*	*66·75*	*3·43*	
		1940-41	1,66,10	16,92	11,49	5,43	67·90	3 27	
Morvi	3′ 3⅜″	*1939-40*	*1,16,34*	*23,15*	*11,02*	*12,13*	*47·59*	*10,43*	
		1940-41	1,24,47	24,94	14,18	10,76	56·84	8 65	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1939-40*	*51,12*	*9,73*	*5,05*	*4.68*	*51·90*	*9·16*	
		1940-41	51,50	12,35	5,36	6,99	43·38	13 57	
Total Class II Railways	..	*1939-40*	*26,08,15*	*3,15,06*	*1,89,26*	*1,25,80*	*60·07*	*4·82*	
		1940-41	26,49,00	3,36,54	2,00,08	1,36,46	59·45	5·15	
Class III.									
Ahmadpur Katwa	2′ 6″	*1939-40*	*20,75*	*1,11*	*1,14*	*3*	*96·98*	*0·17*	
		1940-41	21,18	1,12	1,14	—2	101·59	—0·09	

* † ‡ § For explanations see footnotes on opposite page.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

5.—*Statement of* $\frac{\text{Capital at Charge *}}{\text{Capital outlay †}}$, *Revenue Earnings and Expenses for the years 1939-40 and 1940-41* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram Light	2′ 6″	*1939-40*	*25,49*	*4,29*	*2,59*	*1,70*	*60·39*	*6·65*	
		1940-41	25,85	4,55	2,84	1,71	62·52	6·59	
Bankura Damoodar River	2′ 6″	*1939-40*	*40,10*	*1,26*	*1,53*	*—27*	*121·75*	*—0·67*	
		1940-41	40,22	1,29	1,52	—23	118·00	—0·57	
Baraset-Basirhat Light	2′ 6″	*1939-40*	*27,05*	*4,04*	*4,06*	*—2*	*100·58*	*—0·07*	
		1940-41	26,75	4,57	4,28	29	93·62	1·08	
Bengal Provincial	2′ 6″	*1939-40*	*15,06*	*1,01*	*94*	*7*	*92·83*	*0·48*	
		1940-41	15,08	1,06	97	9	91·56	0·73.	
Bukhtiarpur-Bihar Light	2′ 6″	*1939-40*	*15,70*	*2,80*	*2,22*	*56*	*79·53*	*3 69*	
		1940-41	16,52	2,39	2,21	18	92·67	1·06	
Burdwan-Katwa	2′ 6″	*1939-40*	*20,72*	*1,33*	*1,37*	*—4*	*102·95*	*—0·19*	
		1940-41	20,47	1,34	1,38	—4	102·63	—0·17	
Cutch State	2′ 6″	*1939-40*	*23,97*	*3,85*	*2,44*	*1,41*	*63·46*	*5·86*	
		1940-41	24,22	3,81	2,68	1,13	70·39	4·66	
Dehri-Rohtas Light	2′ 6″	*1939-40*	*11,42*	*1,56*	*1,23*	*33*	*79·04*	*2·86*	
		1940-41	11,45	1,41	1,36	5	96·73	0·40	
Dholpur State	2′ 6″	*1939-40*	*17,51*	*1,58*	*1,09*	*49*	*68·78*	*2·82*	
		1940-41	17,55	1,87	1,00	87	53·70	4·93	
Futwah-Islampur	2′ 6″	*1939-40*	*19,61*	*1,30*	*1,12*	*18*	*86·19*	*0·90*	
		1940-41	19,78	1,16	1,12	4	96·30	0·21	
Gwalior Light	2′ 0″	*1939-40*	*1,23,15*	*8,80*	*6,68*	*2,12*	*75·91*	*1·72*	
		1940-41	1,22,91	9,44	6,16	3,28	65·25	2·67	
Howrah Amta Light	2′ 0″	*1939-40*	*31,36*	*8,39*	*6,41*	*1,98*	*76·35*	*6·32*	
		1940-41	31,83	8,90	6,28	2,62	70·50	8·24	
Howrah-Sheakhala Light	2′ 0″	*1939-40*	*8,64*	*1,85*	*1,51*	*34*	*81·79*	*3·90*	
		1940-41	9,28	1,97	1,63	34	82·60	3·69	
Jagadhri Light	2′ 0″	*1939-40*	*1,12*	*14*	*14*	..	*101·15*	..	
		1940-41	1,12	16	14	2	87·32	1·86	

* In the case of State-owned railways. †In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1939-40 and 1940-41* —concld.

(In thousands of rupees).

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100) / Col. 5	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100) / Col. 4	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jorhat	2′0″	*1940***	*13,22*	*1,05*	*1,53*	*—48*	*145·60*	*—3·63*	
		1941**	13,22	96	1,24	—28	129·43	—2·12	
Kalighat-Falta	2′6″	*1939-40*	*24,40*	*1,56*	*2 01*	*—45*	*128·86*	*—1·84*	
		1940-41	24,45	1,64	1,61	3	98·23	0·12	
Kulasekarapatnam Light‡‡	2′0″	*1939-40*	*4,55*	*27*	*70*	*—43*	*257·16*	*—9·44*	
		1940-41	‡‡	‡‡	‡‡	‡‡	‡‡	‡‡	
Matheran Light	2′0″	*1939-40*	*12,44*	*1,04*	*79*	*25*	*75·93*	*2·61*	
		1940-41	12,44	1,12	84	28	75·00	2·25	
Mewar State	3′ 3⅜″	*1939-40*	*1,29,73*	*9,45*	*5,92*	*3,53*	*62·64*	*2·72*	
		1940-41	1,30,24	9,59	6,08	3,51	63·42	2·69	
Tezpore-Balipara Light	2′6″	*1939-40*	*4,87*	*1,53*	*1,32*	*21*	*86·71*	*4·16*	
		1940-41	4,87	1,74	1,32	42	75·97	8·61	
Total Class III Railways	..	*1939-40*	*5,90,86*	*58,27*	*46,74*	*11,53*	*80·21*	*1 95*	
		1940-41	5,89,43	60,09	45,80	14,29	76·22	2·42	
Other items not included in the preceding heads (*a*).	..	*1939-40*	*3,08,43*	..	*3,09*	*—3,09*	..	..	
		1940-41	3,05,59	..	2,88	—2,88	..	..	
Grand Total	..	*1939-40*	*3,52,59,34* (*b*)	*1,11,50,28*	*72,20,18*	*39,30,10*	*64·75*	*4·61*	
		1940-41	8,53,78,17	1,26,36,32	73,18,77	53,17,55	57·92	6·23	

* † ‡ § — For explanations see footnotes on opposite page.

‡‡ The railway was closed for traffic on 4-2-40.

** Figures are in respect of calendar year.

(*a*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees) :—

	Capital at charge.
Coal Department	1,67,53
Railway Board Accounts' account current	1,38,06
Total	3,05,59

Gross Earnings.	Working Expenses.	
Nil	284	Contribution to Depreciation Reserve Fund (Miscellaneous).
	3	Miscellaneous Police charges.
	1	Due to rounding off.
	288	

	1939-40.	1940-41
(*b*) State-owned	7,58,61,55	7,60,92,87
Other than State-owned ..	93,97,79	92,85,30
	8,52,59,34	8,53,78,17

6.—*Details of Gross Earnings of each Railway System for the years 1939-40 and 1940-41.*

(In thousands of rupees.)

NOTE.—"Credits for released materials" previously accounted for under "Earnings" in the case of class I Railways, are booked under "Depreciation Reserve Fund" from 1936-37.

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Assam Bengal	3′ 3⅜″	*1939-40*	*75,82*	*9,93*	*85,21*	*1,17,90*	*2,32*	*1,20,22*	*20*	*7,72*	*2,13,35*
		1940-41	81,13	9,95	91,08	1,28,24	—90	1,27,34	16	4,64	2,23,22
Bengal and North-Western	3′ 3⅜″	*1939-40*	*1,46,91*	*13,86*	**1,54,80*	*2,10,42*	*1,29*	**1,96,99*	*31*	*10,80*	**3,62,90*
		1940-41	1,66,43	15,23	*1,74,70	2,44,45	95	*2,26,37	23	12,54	*4,13,84
	5′ 6″	*1939-40*	*1,55,43*	*33,01*	*1,88,44*	*8,66,38*	*2,61*	*8,68,99*	*23*	*12,41*	*10,70,07*
		1940-41	1,65,94	45,20	2,11,14	9,42,94	4,41	9,47,35	24	13,39	11,72,12
Bengal-Nagpur	2′ 6″	*1939-40*	*11,81*	*1,23*	*13,04*	*20,79*	*24*	*21,03*	*5*	*27*	*34,39*
		1940-41	13,67	1,50	15,17	21,00	44	21,44	5	24	36,90
	5′ 6″	*1939-40*	*2,22,32*	*52,18*	*2,74,50*	*4,57,24*	*—3,50*	*4,53,74*	*40*	*12,42*	*7,41,06*
		1940-41	2,43,54	73,48	3,17,02	5,10,28	—2,35	5,07,93	27	14,17	8,39,39
Bombay, Baroda and Central India.	3′ 3⅜″	*1939-40*	*1,69,24*	*19,22*	*1,88,46*	*3,37,20*	*1,07*	*3,38,27*	*43*	*7,76*	*5,34,92*
		1940-41	1,91,37	22,55	2,13,92	4,04,89	1,08	4,05,97	28	9,13	6,29,30
	2′ 6″	*1939-40*	*4,97*	*28*	*5,25*	*5,67*	*1*	*5,68*	*2*	*10*	*11,05*
		1940-41	5,68	31	5,99	5,82	1	5,83	2	10	11,94
	5′ 6″	*1939-40*	*1,30,85*	*27,25*	*1 58,10*	*2,20,74*	*99*	*2,21,73*	*16*	*23,50*	*4,03,49*
		1940-41	1 40,39	30,07	1,70,46	2,28,03	—48	2,27,55	12	25,42	4,23,55
Eastern Bengal†	3′ 3⅜″	*1939-40*	*83,61*	*8,51*	*92,12*	*1,33,53*	*65*	*1,34,23*	*20*	*6,55*	*2,33,10*
	and 2′ 6″	1940-41	89,29	9,18	98,47	1,56,12	59	1,56,71	15	9,97	2,65,30
	5′ 6″	*1939-40*	*5,24,76*	*77,79*	*6,02,55*	*15,03,84*	*6,85*	*15,10,69*	*1,18*	*41,04*	*21,55,46*
East Indian		1940-41	5,81,43	1,01,39	6,82,82	16,90,20	3,92	17,03,12	64	55,16	24,41,74
	5′ 6″	*1939-40*	*3,37,80*	*1,19,32*	*4,57,12*	*9,23,76*	*6,33*	*9,30,09*	*91*	*27,15*	*14,15,27*
		1940-41	3,85,89	1,91,77	5,77,66	11,19,26	5,83	11,25,09	71	33,53	17,36,99
Great Indian Peninsula	2′ 6″	*1939-40*	*2,70*	*24*	*2,94*	*4,67*	*2*	*4,69*	*1*	*7*	*7,71*
		1940-41	3,58	25	3,83	5,61	3	5,64	..	9	9,56
Jodhpur	3′ 3⅜″	*1939-40*	*41,59*	*5,23*	*46,82*	*85,77*	*50*	*86,27*	*25*	*5,04*	*1,38,38*
		1940-41	47,18	7,45	54,63	90,70	32	91,02	18	4,93	1,50,76
Madras and Southern Maharatta	5′ 6″	*1939-40*	*1,24,40*	*34,27*	*1,58,67*	*3,13,81*	*1,28*	*3,15,09*	*12*	*7,28*	*4,18,16*
		1940-41	1,34,16	41,83	1,75,99	3,47,49	1,58	3,49,07	8	8,38	5,33,52
	3′ 3⅜″	*1939-40*	*78,49*	*10,99*	*89,48*	*‡2,25,19*	*71*	*‡2,25,90*	*19*	*4,98*	*‡ 3,20,55*
		1940-41	85,86	13,45	99,31	‡2,05,65	70	‡2,06,35	13	4,66	‡3,10,45
Mysore State	3′ 3⅜″	*1939-40*	*30,10*	*3,04*	*33,14*	*44,27*	*47*	*44,74*	*4*	*1,14*	*79,06*
		1940-41	32,29	3,65	35,94	50,42	50	50,92	4	1,42	88,32
	2′ 6″ and 2′ 0″	*1939-40*	*2,08*	*12*	*2,20*	*1,54*	*1*	*1,55*	..	*5*	*3,80*
		1940-41	2,11	10	2,21	1,47	2	1,49	..	3	3,73
Nizam's State	5′ 6″	*1939-40*	*31,96*	*10,00*	*41,96*	*1,22,32*	*98*	*1,23,30*	*34*	*1,89*	*1,67,49*
		1940-41	35,52	14,48	50,00	1,23,58	1,04	1,24,62	36	2,46	1,77,38
	3′ 3⅜″	*1939-40*	*29,35*	*3,31*	*32,66*	*50,60*	*1,08*	*51,68*	*20*	*1,22*	*85,76*
		1940-41	32,59	4,55	37,14	56,16	1,07	57,23	15	1,74	96,26
North Western (Commercial)	5′ 6″	*1939-40*				*9,65,49*	*31,54*	*9,79,03*	*1,93*	*36,21*	*15,19,68*
		1940-41	§	§	§	10,75,25	14,71	10,89,96	1,21	37,76	17,60,69
	2′ 6″	*1939-40*				*16,49*	*38*	*16,87*	*4*	*30*	*30,75*
		1940-41	§	§	§	16,72	79	17,51	4	53	32,94
North Western (Military)	5′ 6″	*1939-40*	§	§	§	*82,56*	*90*	*83,46*	*20*	*1,89*	*1,33,71*
		1940-41	§	§	§	1,02,61	1,25	1,03,86	19	2,26	1,03,84
	2′ 6″	*1939-40*	§	§	§	*3,37*	*6*	*3,43*	*1*	*19*	*5,65*
		1940-41	§	§	§	6,01	5	6,06	2	39	9,44
North Western (Total)	5′ 6″ and 2′ 6″	*1939-40*	*4,64,19*	*1,02,04*	*5,66,23*	*10,67,91*	*14,88*	*10,82,79*	*2,18*	*38,59*	*16,89,79*
		1940-41	5,64,67	1,42,45	7,07,12	12,00,59	16,80	12,17,39	1,46	40,94	19,66,91
Rohilkhand and Kumaon	3′ 3⅜″	*1939-40*	*26,58*	*3,38*	*29,96*	*43,36*	*28*	*43,64*	*5*	*3,28*	*76,93*
		1940-41	31,80	3,97	35,77	53,51	39	53,90	5	4,24	93,96

* Excluding the Cawnpore Burhwal (3′ 3⅜″ gauge) link earnings, which as to details, are included with the Bengal and North Western Railway, and totals with the sundry earnings of the E. I. Railway.

‡ Includes Mormugao Harbour earnings.

§ Figures not required.

† Exclusive of Bengal Dooars Railway, purchased by the Government of India and amalgamated with Eastern Bengal Railway from 1st January 1941.

6.—*Details of Gross Earnings of each Railway System for the years 1939-40 and 1940-41*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I—*concld.*											
South Indian	5′ 6″	*1939-40*	*54,92*	*11,22*	*66,14*	*1,26,51*	*81*	*1,27,32*	*9*	*3,27*	*1,96,82*
		1940-41	59,19	12,93	72,12	1,48,40	98	1,49,38	8	3,11	2,24,69
	3′ 3⅜″	*1939-40*	*1,48,92*	*14,66*	*1,63,58*	*1,75,23*	*1,78*	*1,77,01*	*20*	*11,48*	*3,52,27*
		1940-41	1,54,11	16,22	1,70,33	2,03,75	1,92	2,05,67	12	11,61	3,87,73
	2′ 6″	*1939-40*	*94*	*7*	*1,01*	*1,14*	*1*	*1,15*	*Nil*	*1*	*2,17*
		1940-41	84	6	90	1,21	1	1,22	Nil	1	2,13
Total Class I Railways	..	*1939-40*	*28,99,74*	*5,60,61*	*34,54,38*	*70,59,84*	*41,67*	*70,86,79*	*7,76*	*2,28,02*	*1,07,76,95*
		1940-41	32,48,66	7,62,02	40,03,72	79,48,77	38,86	79,68,60	5,46	2,61,91	1,22,39,69
Class II.											
Barsi Light	2′ 6″	*1939-40*	*6,88*	*68*	*7,56*	*8,86*	*14*	*9,00*	*3*	*35*	*16,54*
		1940-41	9,42	98	10,40	10,61	1,07	11,68	3	37	22 48
Bengal Dooars	3′ 3⅜″	*1939-40*	*3,48*	*73*	*4,21*	*14,38*	*3*	*14,41*	*1*	*29*	*18,92*
		1940-41*	3,41	73	4,14	15,64	5	15,69	1	27	20,11
Bhavnagar State	3′ 3⅜″	*1939-40*	*13,86*	*1,34*	*15,20*	*12,26*	*12*	*12,38*	*38*	*44*	*28 40*
		1940-41	15,78	1,58	17,36	13,99	10	14,09	3	40	31,88
Bikaner State	3′ 3⅜″	*1939-40*	*17,95*	*2,21*	*20,16*	*35,28*	*11*	*35,39*	*19*	*71*	*56,45*
		1940-41	20,81	1,99	22,80	30,39	8	30,47	16	53	53,96
Darjeeling-Himalayan	2′ 0″	*1939-40*	*2,71*	*1,91*	*4,62*	*12,34*	*4*	*12,38*	*2*	*25*	*17,27*
		1940-41	2,78	2,27	5,05	11,93	5	11,98	1	21	17,25
Dibru-Sadiya	3′ 3⅜″	*1939-40*	*3,43*	*58*	*4,01*	*17,99*	*3*	*18,02*	*1*	*76*	*22,80*
		1940-41	3,38	57	3,95	18,59	3	18,62	1	73	23,31
Gaekwar's Baroda State	3′ 3⅜″	*1939-40*	*13,45*	*85*	*14,30*	*8,25*	*5*	*8,30*	*8*	*43*	*23,11*
		1940-41	14,73	92	15,55	9,87	6	9,93	6	44	26,08
	2′ 6″	*1939-40*	*9,82*	*58*	*10,40*	*11,81*	*14*	*11,95*	*16*	*1,09*	*23,60*
		1940-41	11,59	68	12,27	12,67	9	12,76	9	1,41	26,53
Gondal	3′ 3⅜″	*1939-40*	*9,94*	*1,24*	*11,18*	*12,11*	*4*	*12,15*	*19*	*1,59*	*25,11*
		1940-41	10,33	1,63	11,86	12,11	5	12,16	16	1,71	25,89
Jaipur State	3′ 3⅜″	*1939-40*	*6,85*	*49*	*7,34*	*9,19*	*6*	*9,25*	*2*	*20*	*16,81*
		1940-41	8,47	65	9,12	7,30	7	7,37	3	30	16,82
Jamnagar Dwarka	3′ 3⅜″	*1939-40*	*5,86*	*99*	*6,85*	*8,28*	*5*	*8,33*	*4*	*66*	*15,88*
		1940-41	6,58	1,33	7,91	9,55	1	9,56	3	52	18,02
Junagad State	3′ 3⅜″	*1939-40*	*8,48*	*60*	*9,08*	*7,37*	*3*	*7,40*	*9*	*32*	*16,89*
		1940-41	8,49	86	9,35	7,14	2	7,16	5	36	16,02
Morvi	3′ 3⅜″	*1939-40*	*8,50*	*1,38*	*9,88*	*12,68*	*4*	*12,72*	*20*	*35*	*23,35*
		1940-41	10,08	1,73	11,81	12,77	3	12,80	4	29	24,94
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1939-40*	*4,73*	*18*	*4,91*	*4,75*	*—10*	*4,65*	*Nil*	*17*	*9,73*
		1940-41	6,16	23	6,39	5,94	—9	5,85	Nil	11	12,35
Total Class II Railways	..	*1939-40*	*1,15,94*	*13,76*	*1,29,70*	*1,75,55*	*78*	*1,76,33*	*1,42*	*7,61*	*3,15,06*
		1940-41	1,31,91	16,15	1,48,06	1,78,50	1,62	1,80,12	71	7,65	3,36,54
Class III.											
Ahmadpur-Katwa	2′ 6″	*1939-40*	*84*	*3*	*87*	*29*	*Nil*	*29*	*Nil*	*1*	*1,17*
		1940-41	82	3	85	25	Nil	25	Nil	2	1,12
Arrah-Sasaram	2′ 6″	*1939-40*	*2,69*	*9*	*2,78*	*1,47*	..	*1,47*	*Nil*	*4*	*4,29*
		1940-41	3,09	10	3,19	1,33	1	1,34	Nil	2	4,55
Bankura Damoodar River	2′ 6″	*1939-40*	*69*	*3*	*72*	*52*	*Nil*	*52*	..	*2*	*1,26*
		1940-41	72	2	74	52	Nil	52	Nil	3	1,29
Baraset-Basirhat Light	2′ 6″	*1939-40*	*2,82*	*14*	*2,96*	*1,06*	*Nil*	*1,06*	..	*2*	*4,04*
		1940-41	3,03	19	3,22	1,33	Nil	1,33	..	2	4,57
Bengal Provincial	2′ 6″	*1939-40*	*62*	*3*	*65*	*24*	..	*24*	..	*15*	*1,05*
		1940-41	65	3	68	22	—1	21	..	17	1,06
Bukhtiarpur Bihar Light	2′ 6″	*1939-40*	*1,96*	*5*	*2,01*	*77*	..	*77*	*Nil*	*2*	*2,80*
		1940-41	1,43	9	1,52	86	—1	85	*Nil*	2	2,39

* Purchased by Government on 1-1-41.

6.—*Details of Gross Earnings of each Railway System for the years 1939-40 and 1940-41*—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—*concld.*											
Burdwan Katwa	2′ 6″	*1939-40*	*92*	*5*	*97*	*29*	*Nil*	*29*	..	*7*	*1,33*
		1940-41	95	6	1,01	27	Nil	27	Nil	6	1,34
Cutch State	2′ 6″	*1939-40*	*1,46*	*62*	*2,08*	*1,38*	*27*	*1,65*	..	*12*	*3,85*
		1940-41	1,77	61	2,38	1,16	18	1,34	Nil	9	3,81
Dehri-Rohtas Light	2′ 6″	*1939-40*	*29*	*2*	*31*	*1,14*	*1*	*1,15*	*1*	*9*	*1,56*
		1940-41	29	2	31	1,07	1	1,08	..	2	1,41
Dholpur State	2′ 6″	*1939-40*	*47*	*3*	*50*	*1,04*	*Nil*	*1,04*	*1*	*3*	*1,58*
		1940-41	78	2	80	1,04	Nil	1,04	Nil	3	1,87
Futwah-Islampur	2′ 6″	*1939-40*	*92*	*2*	*94*	*30*	*3*	*33*	Nil	*3*	*1,30*
		1940-41	89	1	90	25	..	25	Nil	1	1,16
Gwalior Light	2′ 0″	*1939-40*	*3,05*	*23*	*3,28*	*5,04*	*14*	*5,18*	*12*	*22*	*8,80*
		1940-41	3,73	21	3,94	5,22	5	5,27	6	17	9,44
Howrah-Amta Light	2′ 6″	*1939-40*	*6,29*	*40*	*6,69*	*1,67*	*Nil*	*1,67*	..	*3*	*8,39*
		1940-41	6,60	33	6,93	1,95	Nil	1,95	..	2	8,90
Howrah-Sheakhala Light	2′ 6″	*1939-40*	*1,14*	*42*	*1,56*	*28*	*Nil*	*28*	*Nil*	*1*	*1,85*
		1940-41	1,17	45	1,62	35	Nil	35	Nil	..	1,97
Jagadhri Light	2′ 6″	*1939-40*	*5*	..	*5*	*8*	*Nil*	*8*	*Nil*	*1*	*14*
		1940-41	7	..	7	8	Nil	8	Nil	1	16
Jorhat	2′ 6″	*1939-40*	†	†	†	†	†	†	†	†	**1,05*
		1940-41	†	†	†	†	†	†	†	†	**96*
Kalighat-Falta	2′ 6″	*1939-40*	*1,21*	*2*	*1,23*	*28*	*Nil*	*28*	..	*5*	*1,56*
		1940-41	1,29	2	1,31	29	Nil	29	Nil	4	1,64
Kulasekarapatnam Light	2′ 6″	*1939-40*	*17*	..	*17*	*10*	*Nil*	*10*	..	..	*27*
		1940-41	‡	‡	‡	‡	‡	‡	‡	‡	‡
Matheran Light	2′ 0″	*1939-40*	*68*	*13*	*81*	*11*	*Nil*	*11*	..	*12*	*1,04*
		1940-41	74	17	91	10	Nil	10	Nil	11	1,12
Mewar State	3′ 3⅜″	*1939-40*	*4,94*	*59*	*5,53*	*3,78*	*4*	*3,82*	*3*	*7*	*9,45*
		1940-41	5,10	54	5,64	3,80	4	3,84	Nil	11	9,59
Tezpore-Balipara Light	2′ 6″	*1939-40*	*36*	*15*	*51*	*90*	*Nil*	*90*	*1*	*5*	*1,53*
		1940-41	42	13	55	93	Nil	93	1	25	1,74
Total Class III Railways	..	*1939-40*	*31,57*	*3,05*	*34,62*	*20,77*	*49*	*21,26*	*13*	*1,16*	*58,27*
		1940-41	33,54	3,03	36,57	21,02	27	21,29	7	1,20	60,09
Other items not included in the preceding heads.	..	*1939-40*	..	..	..	..	..	..	..	..	..
		1940-41	..	..	..	..	..	..	..	..	..
GRAND TOTAL	..	*1939-40*	*39,47,25*	*5,77,42*	*35,18,70*	*72,56,16*	*42,94*	*72,84,38*	*9,36*	*2,36,79*	*1,11,50,23*
		1940-41	34,14,11	7,81,20	41,88,35	81,48,29	40,75	81,70,01	6,24	2,70,76	1,26,36,36

† Information not furnished.
The Railway was closed for traffic on 4-2-1940.
* Figures are in respect of calendar year.

7.—Details of Working Expenses of each Railway system for the years 1939-40 and 1940-41.

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7.—*Details of Working Expenses of each Railway*

NOTE—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems)

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Maintenance and working of Ferry Steamers and Harbours.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1939-40* .	*55,61*	*26·07*	*39,76*	*18·63*	*16,73*	*7·84*	*7,32*	*3·43*
		1940-41 .	52,78	23·64	39,84	17·85	17,27	7·73	6,97	3·12
Bengal and North-Western	3′ 3⅜″	*1939-40* .	*44,40*	*12·23*	*51,78*	*14·27*	*18,75*	*5·17*	*7,22*	*1·99*
		1940-41 .	43,82	10·59	58,87	14·22	19,00	4·59	7,76	1·88
Bengal-Nagpur	5′ 6″	*1939-40* .	**1,38,07*	*12·90*	*1,33,77*	*17·17*	*1,34,78*	*12·60*	*8,26*	*0·77*
		1940-41 .	1,28,32	10·95	1,93,45	16·50	1,29,23	11·03	8,05	0·69
	2′ 6″	*1939-40* .	*14,97*	*43·54*	*18,45*	*53·63*	*7,19*	*20·91*	—	—
		1940-41 .	15,81	42·84	19,72	53·45	7,45	20·18	—	—
Bombay, Baroda and Central India.	5′ 6″	*1939-40* .	*77,15*	*10·41*	*1,02,21*	*13·79*	*85,28*	*11·51*	—	—
		1940-41 .	71,13	8·48	1,11,15	13·24	88,49	10·54	—	—
	3′ 3⅜″	*1939-40* .	*48,68*	*9·09*	*1,09,17*	*20·41*	*48,98*	*9·15*	—	—
		1940-41 .	47,57	7·56	1,11,66	17·74	51,25	8·14	—	—
	2′ 6″	*1939-40* .	*2,32*	*21·02*	*3,38*	*30·58*	*1,10*	*9·97*	—	—
		1940-41 .	2,41	20·17	3,41	28·55	1,21	10·14	—	—
Eastern Bengal	5′ 6″	*1939-40* .	*1,26,94*	*31·50*	*81,99*	*20·30*	*43,21*	*10·70*	..	..
		1940-41 .	72,79	17·20	89,26	21·10	44,23	10·40	..	..
	3′ 3⅜″	*1939-40* .	*39,97*	*17·20*	*39,70*	*17·10*	*23,85*	*10·30*	*6,32*	*2·72*
		1940-41§.	45,05	17·10	42,20	16·00	24,29	9·21	6,36	2·41
	2′ 6″	*1939-40* .	*27*	*21·50*	*56*	*44·60*	*23*	*18·90*	—	..
		1940-41 .	27	13·70	69	47·40	14	9·32	—	—
East Indian	5′ 6″	*1939-40* .	*2,69,45*	*12·51*	*3,79,27*	*17·60*	*1,98,33*	*9·20*	*1,93*	*0·09*
		1940-41 .	2,77,63	11·37	3,97,72	16·29	2,11,02	8·64	2,63	0·11
Great Indian Peninsula	5′ 6″	*1939-40* .	*1,88,02*	*13·28*	*2,40,14*	*16·97*	*1,17,06*	*8·27*	—	—
		1940-41 .	1,88,64	10·88	2,58,56	14·88	1,19,07	6·86	—	—
	2′ 6″	*1939-40* .	*1,17*	*15·22*	*1,96*	*25·26*	*35*	*4·55*	..	..
		1940-41 .	1,30	13·65	2,26	23·61	44	4·57	—	..
Jodhpur	3′ 3⅜″	*1939-40* .	*24,16*	*17·46*	*21,67*	*15·66*	*6,84*	*4·94*	—	—
		1940-41 .	17,83	11·83	22,61	15·00	6,56	4·35	—	—

* Rs. 1,82,000 on account of expenditure on the maintenance of Electrical Signal apparatus, appears under Abstract A instead of Abstract H due to wrong booking by the Railway.

† Less than one thousand.

§ Exclusive of Bengal Dooars Railway, which was purchased by the Government of India on 1st January 1941 & amalgamated with Eastern Bengal Railway from that date.

System for the years 1939-40 and 1940-41. (In thousands of rupees.)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										Class I.
20,51	*9·61*	*10,86*	*5·09*	*10,00*	*4·69*	*7,47*	*3·50*	*1,68,26*	*78·86*	Assam-Bengal.
20,31	9·19	11,11	4·98	9,97	4·47	7,27	3·26	1,65,52	74·15	
34,53	*9·52*	*13,08*	*3·60*	*7,89*	*2·17*	*7,17*	*1·98*	*1,84,82*	*50·93*	Bengal and North-Western.
34,55	8·35	12,88	3·11	8,85	2·14	7,60	1·84	1,93,33	46·72	
1,05,42	*9·85*	*41,60*	*3·89*	*51,61*	*4·82*	**26,92*	*2·52*	*6,90,43*	*64·52*	Bengal-Nagpur.
1,04,83	8·04	41,10	3·51	53,33	4·55	29,10	2·48	6,87,41	58·65	
7,05	*20·50*	*2,61*	*7·58*	*1,80*	*5·24*	*94*	*2·74*	*53,01*	*154·14*	
7,13	19·33	2,57	6·96	1,34	3·63	91	2·48	54,93	148·87	
64,65	*8·72*	*26,61*	*3·59*	*27,97*	*3·78*	*42,18*	*5·69*	*4,26,05*	*57·49*	Bombay, Baroda and Central India.
65,17	7·76	26,80	3·19	33,15	3·95	44,97	5·36	4,40,86	52·52	
45,41	*8·49*	*20,69*	*3·87*	*18,66*	*3·49*	*14,28*	*2·67*	*3,05,82*	*57·17*	
44,63	7·09	22,02	3·50	20,69	3·29	15,49	2·46	3,13,31	49·78	
1,34	*12·13*	*60*	*5·40*	*26*	*2·37*	*13*	*1·15*	*9,13*	*82·62*	
1,33	11·11	54	4·50	20	1·68	12	1·04	9,22	77·19	
67,47	*16·70*	*23,14*	*5·74*	*29,89*	*7·41*	*14,42*	*3·57*	*3,87,06*	*95·90*	Eastern Bengal.
61,03	14·40	22,68	5·35	29,38	6·94	14,11	3·33	3,33,48	78·70	
29,09	*12·60*	*9,32*	*4·02*	*8,87*	*3·83*	*7,65*	*3·30*	*1,64,77*	*71·10*	
28,18	10·70	10,45	3·96	10,74	4·07	7,62	2·89	1,74,89	66·30	
20	*15·90*	*5*	*4·16*	*4*	*3·27*	*2*	*1·75*	*1,37*	*110·10*	
19	13·20	6	4·11	5	3·62	2	1·18	1,42	97·50	
2,27,24	*10·54*	*75,71*	*3·51*	*97,37*	*4·52*	*61,49*	*2·85*	*13,10,84*	*60·82*	East Indian.
2,23,15	9·14	77,28	3·17	93,14	3·81	66,65	2·73	13,49,22	55·26	
1,26,61	*8·95*	*43,93*	*3·10*	*56,46*	*3·99*	*1,34,61*	*9·51*	*9,06,83*	*64·07*	Great Indian Peninsula.
1,49,61	8·61	44,43	2·56	59,05	3·40	1,11,20	6·40	9,30,56	53·57	
63	*8·15*	..	..	*7*	*0·95*	†	*0·13*	*4,18*	*54·26*	
64	6·73	..	..	8	0·81	4	0·39	4,76	49·76	
10,17	*7·35*	*4,39*	*3·18*	*6,56*	*4·74*	*3,08*	*2·22*	*76,87*	*55·55*	Jodhpur.
10,18	6·75	4,56	3·03	6,46	4·28	3,18	2·11	71,38	47·35	

7.—Details of Working Expenses of each Railway

NOTE.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Maintenance and working of Ferry Steamers and Harbours.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1939-40* .	*58,90*	*12·20*	*1,06,12*	*22·10*	*33,45*	*6·95*	..	..
		1940-41 .	57,03	10·70	92,77	17·40	49,11	9·20	..	..
	3′ 3½″	*1939-40* .	*40,48*	*12·60*	*67,27*	*21·00*	*29,64*	*9·25*	*4,77*	*1·49*
		1940-41 .	53,15	17·10	63,09	20·30	18,79	6·06	4,32	1·39
Mysore State	3′ 3½″	*1939-40* .	*10,45*	*13·21*	*20,56*	*26·00*	*7,03*	*8·90*	..	..
		1940-41 .	9,03	10·22	22,55	25·54	6,91	7·82	..	..
	2′ 6″	*1939-40* .	*37*	*10·75*	*86*	*24·95*	*28*	*8·13*	..	..
		1940-41 .	30	8·76	90	26·57	30	8·92	..	..
	2′ 0″	*1939-40* .	*5*	*14·06*	*10*	*26·83*	*1*	*3·20*	..	..
		1940-41 .	3	8·59	9	27·32	3	9·50	..	..
Nizam's State	5′ 6″	*1939-40* .	*13,00*	*7·76*	*20,92*	*12·49*	*12,65*	*7·56*	..	..
		1940-41 .	12,67	7·14	19,95	11·25	15,76	8·89	..	..
	3′ 3½″	*1939-40* .	*10,31*	*12·03*	*13,54*	*15·80*	*7,64*	*8·90*	..	..
		1940-41 .	10,18	10·58	14,13	14·68	8,37	8·71	..	..
North Western (Commercial).	5′ 6″	*1939-40* .	*2,05,35*	*13·51*	*3,16,00*	*20·79*	*1,32,00*	*8·69*	..	..
		1940-41 .	2,01,92	11·47	3,43,33	19·50	1,45,03	8·24	..	..
	2′ 6″	*1939-40* .	*12,56*	*40·87*	*12,90*	*41·95*	*4,22*	*13·72*	..	..
		1940-41 .	10,99	33·36	10,73	32·57	3,66	11·13	..	..
North Western (Military)	5′ 6″	*1939-40* .	*48,53*	*36·30*	*59,14*	*44·23*	*21,21*	*15·86*	..	..
		1940-41 .	51,56	31·47	61,50	37·54	22,25	13·58	..	..
	2′ 6″	*1939-40* .	*9,77*	*172·91*	*4,31*	*76·22*	*1,24*	*22·00*	..	..
		1940-41 .	9,50	100·66	4,76	50·48	2,03	21·52	..	..
North Western (Total)	..	*1939-40* .	*2,76,21*	*16·34*	*3,92,35*	*23·22*	*1,53,67*	*9·39*	..	..
		1940-41 .	2,73,97	13·93	4,20,32	21·37	1,72,97	8·79	..	..
Rohilkund and Kumaon	3′ 3½″	*1939-40* .	*9,26*	*12·03*	*14,51*	*18·87*	*3,43*	*4·46*	..	..
		1940-41 .	10,06	10·71	15,77	16·78	4,36	4·64	..	..
South Indian	5′ 6″	*1939-40* .	*24,33*	*12·36*	*47,08*	*23·92*	*9,64*	*4·90*	..	..
		1940-41 .	24,69	10·99	42,52	18·92	11,32	5·04	..	..
	3′ 3½″	*1939-40* .	*69,77*	*19·81*	*82,41*	*23·39*	*26,84*	*7·61*	*3,09*	*0·88*
		1940-41 .	69,75	17·99	77,90	20·09	25,63	6·61	3,60	0·93
	2′ 6″	*1939-40* .	*1,38*	*63·75*	*1,27*	*58·70*	*35*	*16·23*	..	..
		1940-41 .	1,31	61·71	1,08	50·72	28	13·22	..	..
TOTAL CLASS I RAILWAYS	..	*1939-40* .	*15,45,64*	*14·34*	*20,40,80*	*18·94*	*9,92,31*	*9·21*	*38,96*	*0·36*
		1940-41 .	14,87,52	12·16	21,22,47	17·34	10,33,48	8·44	39,69	0·32

System for the years 1939-40 and 1940-41.—contd. *(In thousands of rupees.)*

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I—*concld.*
34,65	*7·20*	*18,48*	*3·84*	*22,56*	*4·69*	*11,98*	*2·49*	*2,86,14*	*59·50*	
35,08	6·58	18,77	3·51	23,36	4·38	13,06	2·45	2,89,18	54·20	Madras and Southern Mahratta.
28,09	*8·76*	*12,83*	*4·00*	*12,07*	*3·76*	*7,97*	*2·49*	¶*2,03,12*	*63·40*	
27,28	8·79	12,36	3·98	11,83	3·81	8,02	2·58	¶1,98,84	64·00	
8,78	*11·10*	*3,57*	*4·52*	*2,49*	*3·15*	*1,01*	*1·27*	**53,89*	*68·15*	
8,83	9·99	3,63	4·12	2,17	2·46	1,39	1·57	54,51	61·72	
37	*10·75*	*16*	*4·65*	*11*	*3·20*	*4*	*1·16*	*2,19*	*63·59*	Mysore State.
34	10·06	14	4·21	9	2·49	5	1·43	2,12	62·44	
4	*11·10*	*1*	*2·96*	*1*	*3·38*	*1*	*2·95*	*23*	*64·47*	
3	9·65	1	4·17	1	2·54	1	1·55	21	63·32	
11,72	*6·99*	*7,57*	*4·52*	*4,71*	*2·81*	*2,13*	*1·30*	*72,75*	*43·43*	
11,55	6·51	7,48	4·22	4,81	2·71	2,01	1·13	74,23	41·85	Nizam's State.
10,09	*11·76*	*5,85*	*6·81*	*3,46*	*4·04*	*1,92*	*2·24*	*52,81*	*61·58*	
10,41	10·81	5,77	5·99	3,57	3·70	2,22	2·30	54,65	56·77	
1,31,87	*8·68*	*68,82*	*4·53*	*60,03*	*3·95*	*53,72*	*3·53*	*9,67,79*	*63·68*	
1,33,20	7·56	69,61	*3·95	63,37	3·60	50,03	2·84	10,06,49	57·16	North Western (Commercial).
5,05	*16·41*	*1,07*	*3·49*	*1,63*	*5·30*	*1,78*	*5·78*	*39,21*	*127·52*	
4,60	13·97	1,04	3·17	1,43	4·34	1,38	4·20	33,83	102·74	
17,32	*12·95*	*10,22*	*7·64*	*7,51*	*5·62*	*7,05*	*5·28*	*1,70,98*	*127·88*	
17,22	10·51	10,50	6·41	8,05	4·91	6,95	4·24	1,78,03	108·66	North Western (Military).
1,60	*28·42*	*61*	*10·85*	*44*	*7·72*	*50*	*8·86*	*18,47*	*326·98*	
1,72	18·24	56	5·99	37	3·89	56	5·89	19,50	206·67	
1,55,84	*9·22*	*80,72*	*4·78*	*69,61*	*4·12*	*63,05*	*3·73*	*11,96,45*	*70·80*	North Western (Total).
1,56,74	7·97	81,71	4·15	73,22	3·72	58,92	3·00	12,37,85*	62·93	
4,15	*5·39*	*3,66*	*4·76*	*1,57*	*2·04*	*61*	*0·79*	*37,19*	*48·34*	Rohilkund and Kumaon.
7,14	7·60	3,69	3·93	1,87	1·99	63	0·67	43,52	46·32	
13,04	*6·63*	*8,14*	*4·13*	*8,47*	*4·30*	*4,04*	*2·05*	*1,14,74*	*58·29*	
15,75	7·00	8,32	3·70	8,93	3·98	4,22	1·88	1,15,75	51·51	
33,32	*9·46*	*16,41*	*4·66*	*20,44*	*5·80*	*15,77*	*4·48*	*2,68,05*	*76·09*	South Indian.
36,26	9·35	16,24	4·19	19,84	5·11	15,81	4·08	2,65,03	68·35	
63	*28·98*	*22*	*10·29*	*8*	*3·71*	*16*	*7·35*	*4,09*	*189·01*	
65	30·70	22	10·26	12	5·71	17	7·73	3,83	180·05	
10,41,04	*9·66*	*4,30,21*	*3·99*	*4,63,03*	*4·30*	*4,29,10*	*3·98*	*69,31,09*	*64·78*	TOTAL CLASS I RAILWAYS.
10,60,99	8·67	4,34,82	3·55	4,76,25	3·89	4,14,79	3·39	70,70,91	57·76	

* Includes Rs. 11 being expenditure pertaining to Bus Service.
¶ Includes Mormugao Harbour Expenses shown under columns 10 and 11.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1939-40*	*1,50*	*8·87*	*3,21*	*18·95*	*78*	*4·61*	..	..
		1940-41	1,51	6·72	3,38	15·04	81	3·61	..	..
Bengal Dooars	3′ 3⅜″	*1939-40*	*3,07*	*16·23*	*2,35*	*12·42*	*68*	*3·60*	*16*	*0·84*
		1940-41 †	3,32	16·52	2,42	12·04	71	3·53	16	0·77
Bhavnagar State	3′ 3⅜″	*1939-40*	*3,11*	*10·96*	*6,41*	*22·57*	*1,79*	*6·29*	..	..
		1940-41	3,30	10·35	7,25	22·73	1,73	5·42	..	..
Bikaner State	3′ 3⅜″	*1939-40*	*7,79*	*13·80*	*10,91*	*19·33*	*3,39*	*6·01*	..	..
		1940-41	6,40	11·85	12,58	23·31	3,74	6·93	..	..
Darjeeling-Himalayan§	2′ 0″	*1939-40*	*2,14*	*12·39*	*3,29*	*19·05*	*1,97*	*11·41*	..	..
		1940-41	2,35	13·63	3,75	21·74	1,52	8·81	..	..
Dibru-Saidya	3′ 3⅜″	*1939-40*	*3,80*	*16·68*	*4,05*	*17·76*	*1,97*	*8·63*	..	..
		1940-41	3,69	15·81	4,19	18·00	2,21	9·51	..	..
Gackwar's Baroda State	3′ 3⅜″	*1939-40*	*3,86*	*16·74*	*5,12*	*22·15*	*1,33*	*5·75*	..	..
		1940-41	3,96	15·17	4,97	19·07	1,31	5·04	..	..
	2′ 6″	*1939-40*	*5,50*	*23·31*	*4,20*	*17·79*	*1,80*	*7·60*	..	..
		1940-41	5,41	20·40	4,36	16·43	2,08	7·85	..	..
Gondal‡	3′ 3⅜″	*1939-40*	*4,11*	*16·36*	*5,18*	*20·63*	*93*	*3·73*	..	..
		1940-41	2,86	11·05	5,15	19·88	84	3·24	..	..
Jaipur State	3′ 3⅜″	*1939-40*	*2,53*	*15·02*	*3,17*	*18·87*	*99*	*5·91*	..	..
		1940-41	2,82	16·75	2,95	17·51	1,53	9·08	..	..
Jamnagar-Dwarka	3′ 3⅜″	*1939-40*	*1,40*	*8·84*	*2,91*	*18·32*	*98*	*6·18*	*63*	*3·96*
		1940-41	1,35	7·52	3,58	19·86	1,05	5·85	75	4·15
Junagad State	3′ 3⅜″	*1939-40*	*3,19*	*18·92*	*3,39*	*20·05*	*1,13*	*6·71*	..	..
		1940-41	3,17	18·75	3,69	21·78	1,24	7·31	..	..
Morvi	3′ 3⅜″	*1939-40*	*1,87*	*8·06*	*4,13*	*17·85*	*1,50*	*6·49*	..	..
		1940-41	1,87	7·48	8,07	32·38	1,28	5·15	..	..
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1939-40*	*1,18*	*12·17*	*1,24*	*12·77*	*46*	*4·68*	..	..
		1940-41	89	7·17	1,39	11·24	93	7·57	..	..
TOTAL CLASS II RAILWAYS	..	*1939-40*	*45,05*	*14·30*	*59,56*	*18·90*	*19,70*	*6·25*	*79*	*0·25*
		1940-41	42,90	12·75	67,73	20·12	20,98	6·23	91	0·27

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.
† Purchased by the Government of India on 1st January 1941.

System for the years 1939-40 and 1940-41.—contd. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
1,56	*9·17*	*2,54*	*15·02*	*73*	*4·31*	..	..	*10,32*	*60·93*	Barsi Light.
1,52	6·73	2,51	11·17	80	3·57	..	..	10,53	46·84	
2,22	*11·73*	*2,12*	*11·20*	*81*	*4·28*	..	..	*11,41*	*60·30*	Bengal Dooars.
2,37	11·78	1,82	9·07	4,70	23·38	4	0·20	15,54	77·29	
3,58	*12·62*	*1,77*	*6·24*	*96*	*3·37*	*87*	*3·07*	*18,49*	*65·12*	Bhavnagar State.
3,33	10·46	1,75	5·49	1,60	5·04	86	2·69	19,82	62·18	
5,08	*9·00*	*2,17*	*3·84*	*1,47*	*2·60*	*1,71*	*3·03*	*32,52*	*57·61*	Bikaner State.
4,81	8·93	2,11	3·91	1,49	2·76	1,83	3·39	32,96	61·08	
2,44	*14·13*	*1,35*	*7·81*	*1,23*	*7·12*	*19*	*1·10*	*12,61*	*73·01*	Darjeeling Himalayan.§
2,36	13·68	1,20	6·95	1,07	6·20	20	1·16	12,45	72·17	
2,09	*9·19*	*1,61*	*7·06*	*12*	*0·52*	..	..	*13,64*	*59·84*	Dibru-Sadiya.
2,28	9·76	1,75	7·54	12	0·50	..	..	14,24	61·12	
3,02	*13·06*	*1,23*	*5·32*	*46*	*1·99*	..	..	*15,02*	*65·01*	Gaekwar's Baroda State.
2,62	10·02	1,20	4·59	39	1·51	27	1·03	14,72	56·43	
2,69	*11·41*	*1,37*	*5·83*	*43*	*1·82*	..	..	*15,99*	*67·76*	
2,71	10·19	1,15	4·35	1,05	3·98	35	1·30	17,11	64·50	
1,34	*5·35*	*1,19*	*4·73*	*29*	*1·15*	*94*	*3·73*	*13,98*	*55·68*	Gondal.‡
99	3·82	95	3·69	29	1·10	53	2·06	11,61	44·84	
1,32	*7·88*	*90*	*5·32*	*11*	*0·66*	*18*	*1·09*	*9,20*	*54·75*	Jaipur State.
1,51	8·99	91	5·43	17	1·03	16	0·96	10,05	59·75	
1,49	*9·33*	*78*	*4·93*	*25*	*1·58*	*30*	*1·90*	*8,74*	*55·04*	Jamnagar, Dwarka.
1,87	10·35	80	4·47	28	1·53	34	1·88	10,02	55·61	
1,88	*11·12*	*88*	*5·22*	*40*	*2·35*	*40*	*2·38*	*11,27*	*66·75*	Junagad State.
1,78	10·50	82	4·87	39	2·32	40	2·37	11,49	67·90	
2,25	*9·71*	*66*	*2·85*	*25*	*1·06*	*36*	*1·57*	*11,02*	*47·59*	Morvi.
1,78	7·13	61	2·43	20	0·79	37	1·48	14,18	56·84	
94	*9·61*	*66*	*6·78*	*39*	*4·01*	*18*	1·88	*5,05*	*51·90*	Shahdara (Delhi) Saharanpur Light.
99	8·00	68	5·53	29	2·36	19	1·51	5,36	43·38	
31,90	*10·13*	*19,23*	*6·10*	*7,90*	*2·51*	*5,13*	*1·63*	*1,89,26*	*60·07*	TOTAL CLASS II RAILWAYS.
30,92	9·19	18,26	5·43	12,84	3·81	5,54	1·65	2,00,08	59·45	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III						
Ahmadpur-Katwa	2′ 6″	*1939-40*	*32*	*27·69*	*35*	*29·59*
		1940-41	31	27·78	36	32·03
Arrah-Sasaram Light	2′ 6″	*1939-40*	*78*	*18·34*	*84*	*19·53*
		1940-41	83	18·20	99	21·83
Bankura-Damoodar River	2′ 6″	*1939-40*	*44*	*34·87*	*46*	*36·50*
		1940-41	48	37·18	42	32·54
Barasat-Basirhat Light	2′ 6″	*1939-40*	*94*	*23·25*	*1,53*	*37·95*
		1940-41	84	18·39	1,83	40·00
Bengal Provincial	2′ 6″	*1939-40*	*20*	*19·93*	*37*	*35·94*
		1940-41	21	20·14	35	33·29
Bukhtiarpur-Bihar Light	2′ 6″	*1939-40*	*67*	*24·11*	*74*	*26·29*
		1940-41	63	26·49	79	33·24
Burdwan-Katwa	2′ 6″	*1939-40*	*33*	*24·82*	*46*	*34·29*
		1940-41	33	24·45	46	34·30
Cutch State	2′ 6″	*1939-40*	*51*	*13·36*	*1,32*	*34·35*
		1940-41	53	13·83	1,53	40·11
Dehri-Rohtas Light	2′ 6″	*1939-40*	*30*	*18·90*	*55*	*35·05*
		1940-41	30	21·29	54	38·38
Dholpur-State	2′ 6″	*1939-40*	*22*	*14·15*	*52*	*32 92*
		1940-41	18	9·90	45	23·85
Futwah-Islampur	2′ 6″	*1939-40*	*35*	*27·01*	*33*	*25·70*
		1940-41	36	31·27	32	27·32

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

system for the years 1939-40 and 1940-41.—contd. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										Class III.
25	*20·96*	*18*	*15·27*	*4*	*3·47*	..	..	*1,14*	*96·98*	Ahmadpur-Katwa.
25	22·13	18	15·79	4	3·86	..	..	1,14	101·59	
48	*11·23*	*34*	*7·86*	*9*	*2·05*	*6*	*1·33*	*2,59*	*60·39*	Arrah-Sasaram Light.
51	11·23	36	7·89	9	2·07	6	1·30	2,84	62·52	
26	*20·66*	*29*	*23·10*	*8*	*6·68*	..	..	*1,53*	*121·75*	Bankura-Damoodar River.
25	19·64	29	22·50	8	6·14	..	..	1,52	118·00	
99	*24·54*	*35*	*8·60*	*15*	*3·64*	*10*	*2·60*	*4,06*	*100·58*	Baraset-Basirhat Light.
101	22·09	34	7·47	16	3·39	10	2·28	4,28	93·62	
20	*19·87*	*16*	*15·95*	*1*	*1·14*	..	..	*94*	*92·83*	Bengal Provincial.
21	19·82	18	16·65	2	1·65	..	..	97	91·56	
42	*15·71*	*27*	*9·73*	*6*	*2·15*	*4*	*1·54*	*2,22*	*79·53*	Bukhtiarpur-Bihar Light.
37	15·66	29	11·93	9	3·85	4	1·50	2,21	92·67	
29	*22·31*	*23*	*17·07*	*6*	*4·46*	..	..	*1,37*	*102·95*	Burdwan-Katwa.
30	22·35	23	16·84	6	4·69	..	..	1,38	102·63	
35	*9·17*	*23*	*6·05*	*1*	*0·06*	*2*	*0·47*	*2,44*	*63·46*	Cutch State.
34	8·95	26	6·90	..	0·09	2	0·51	2,68	70·39	
24	*15·56*	*10*	*6·70*	*4*	*2·83*	..	..	*1,23*	*79·04*	Dehri-Rohtas Light.
25	17·63	11	7·92	16	11·51	..	..	1,36	96·73	
15	*9·22*	*16*	*10·07*	*1*	*0·82*	*3*	*1·60*	*1,09*	*68·78*	Dholpur-State.
15	8·16	16	8·66	1	0·67	5	2·46	1,00	53·70	
22	*17·05*	*17*	*12·96*	*3*	*2·08*	*2*	*1·39*	*1,12*	*86·19*	Futwah-Islampur.
20	17·70	19	15·98	3	2·40	2	1·63	1,12	96·30	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1939-40*	*1,06*	*12·05*	*3,89*	*44·20*
		1940-41	1,05	11·12	3,37	35·70
Howrah Amta Light	2′ 0″	*1939-40*	*1,05*	*12·49*	*2,74*	*32·66*
		1940-41	1,52	17·09	2,34	26·30
Howrah-Sheakhala Light	2′ 0″	*1939-40*	*31*	*16·91*	*48*	*26·04*
		1940-41	31	15·52	63	31·80
Jagadhri Light	2′ 0″	*1939-40*	*1*	*7·98*	*6*	*41·11*
		1940-41	1	4·99	6	36·00
Jorhat	2′ 0″	*1939†*	*33*	*31·28*	*58*	*54·66*
		1940†	33	33·84	37	39·56
Kalighat-Falta	2′ 6″	*1939-40*	*54*	*34·84*	*73*	*46·82*
		1940-41	20	12·31	68	41·62
Kulasekarapatnam Light††	2′ 0″	*1939-40*	*44*	*161·91*	*16*	*59·73*
		1940-41	††	††	††	††
Matheran Light	2′ 0″	*1939-40*	*4*	*3·84*	*42*	*40·38*
		1940-41	4	3·57	45	40·18
Mewar State	3′ 3⅜″	*1939-40*	*1,38*	*14·60*	*2,53*	*26·78*
		1940-41	1,40	14·61	2,69	28·05
Tezpore-Balipara	2′ 6″	*1939-40*	*13*	*8·26*	*55*	*35·92*
		1940-41	11	6·56	57	32·78
TOTAL CLASS III RAILWAYS		*1939-40*	*10,35*	*17·76*	*19,61*	*33·65*
		1940-41	9,97	16·59	19,20	31·96

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
† Figures are in respect of the calendar year.
†† The railway was closed for traffic from 4th February 1940.

System for the years 1939-40 and 1940-41.—concld. *(In thousands of rupees.)*

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Percent of Gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16	17	18
										CLASS III—*concld.*
68	*7·73*	*58*	*6·59*	*47*	*5·34*	..	..	*6,68*	*75·91*	Gwalior Light.
70	7·41	60	6·36	44	4·66	..	..	6,16	65·25	
1,53	*18·26*	*53*	*6·28*	*41*	*4·86*	*15*	*1·80*	*6,41*	*76·35*	Howrah Amta Light.
1,51	16·96	48	5·39	30	3·33	13	1·43	6,28	70·50	
40	*21·56*	*20*	*10·75*	*8*	*4·59*	*4*	*1·94*	*1,51*	*81·79*	Howrah-Sheakhala Light.
40	20·23	19	9·58	7	3·75	3	1·72	1,63	82·60	
4	*27·54*	*2*	*14·25*	*1*	*10·27*	..	..	*14*	*101·15*	Jagadhri Light.
4	24·16	2	13·42	1	8·75	..	..	14	87·32	
44	*42·16*	*12*	*10·96*	*3*	*3·21*	*3*	*3·33*	*1,53*	*145·60*	Jorhat.
36	37·11	10	10·57	6	5·99	2	2·36	1,24	129·43	
34	*21·89*	*28*	*17·61*	*12*	*7·70*	..	..	*2,01*	*128·86*	Kalighat-Falta.
33	20·31	28	16·79	12	7·20	..	..	1,61	98·23	
8	*29·58*	*2*	*5·94*	..	..	..	..	*70*	*257·16*	Kulasekarapatnam Light.
††	††	††	††	††	††	††	††	††	††	
10	*9·61*	*19*	*18·26*	*4*	*3·84*	..	..	*79*	*75·93*	Matheran Light.
10	8·48	19	17·41	6	5·36	..	..	84	75·00	
1,11	*11·74*	*41*	*4·34*	*12*	*1·27*	*37*	*3·91*	*5,92*	*62·64*	Mewar State
1,07	11·21	39	4·06	16	1·63	37	3·86	6,08	63·42	
34	*22·50*	*27*	*17·70*	*3*	*2·33*	..	..	*1,32*	*86·71*	Tezpore-Balipara.
34	19·49	27	15·28	3	1·86	..	..	1,32	75·97	
8,93	*15·33*	*5,10*	*8·75*	*1,89*	*3·24*	*86*	*1·48*	*46,74*	*80·21*	TOTAL CLASS III RAILWAYS.
8,69	14·46	5,11	8·50	1,99	3·31	84	1·40	45, 0	76·22	

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1941.				TRACK MILEAGE OPEN ON 31ST MARCH 1941.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal—	3′ 3¾″	1-7-95	1,130·94	2·50	..	1,133·44	1,135·94	227·38	19·78	1,383·10
	Chaparmukh-Silghat . .	3′ 3¾″	30-3-20	50·81	..	..	50·81	50·81	4·15	0·01	54·97
	Katakhal Lalabazar . .	3′ 3¾″	1-4-23	23·49	..	..	23·49	23·49	1·08	..	24·57
	Mymensingh-Bhairab Bazar .	3′ 3¾″	20-3-17	100·38	..	..	100·38	100·38	20·18	0·58	121·14
	Total—1 .			1,305.62	2·50	..	1,308·12	1,310·62	252·79	20·37	1,583·78
2	Bengal and North-Western .	3′ 3¾	2-4-84	1,272·56	1·34	..	(a)1,273·90	1,275·24	287·97	40·44	1,603·65
	Mashrak-Thawe . . .	3′ 3¾″	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Tirhoot	3′ 3¾″	1-11-75	774·77	10·05	..	784·82	794·87	215·11	22·83	1,032·81
	Total—2 .			2,086·65	11·39	..	2,098·04	2,109·43	507·72	65 22	2,682·37
3	Bengal-Nagpur . . .	5′ 6″	27-11-88	2,156·98	254·72	..	2,411·70	2,666·42	661·18	150·46	3,478·06
	Central India Coal-fields. .	5′ 6″	17-6-28	53·84	..	..	53·84	53·84	5·19	2·94	61·97
	Mayurbhanj . . .	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·52	0·11	74·27
	Parlakimedi Light . .	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·33	59·46
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	11·30	..	127·84
	Raipur-Dhamtari . . .	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·88	0·77	62·59
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	61·96	12·76	700·64
	Total—3 .			3,137·16	254·72	..	3,391·88	3,646·60	749·86	168·37	4,564·83

(a) Includes 12·39 miles being the net difference due to new alignment between Sonepore and Dighwara and opening of Somaria Ghat Shifts etc.

for the year 1940-41.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal.
..	..	..	..	..	..	Branch lines under guarantee terms.†	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North-Western
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur.
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branchline under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.

* Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.
(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.
† Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1941.				TRACK MILEAGE OPEN ON 31ST MARCH 1941.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	775·04	240·82	*19·44	1,035·30	1,334·18	355·28	96·56	1,786·02
	Nagda-Ujjain . . .	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	4·75	1·01	40·55
	Gaekwar's Petlad . .	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State .	5′ 6″	20-6-01	12·36	..	..	12·36	12·36	1·48	0·75	14·59
	Tapti Valley . . .	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·29	4·11	167·12
	Bombay, Baroda and Central India.	3′ 3¼″	14-2-73	1,876·36	2·82	..	1,879·18	1,882·00	390·86	29·11	2,301·97
	Ahmedabad-Parantij . .	3′ 3¼″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra . . .	3′ 3¼″	1-6-98	40·28	..	..	40·28	40·28	5·24	13·30	58·82
	Palanpur State . .	3′ 3¼″	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	4·90	3·32	80·50
	Champaner-Shivrajpur-Pani Light.	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada . .	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·82	0·85	28·16
	Nadiad-Kapadvanj . .	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State . . .	2′ 6″	1-7-97	58·37	..	..	58·37	58·37	3·79	1·19	63·35
	Piplod-Devgad Baria. .	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—4 .			3,246·33	243·64	19·44	3,509·41	3,811·11	794·78	159·63	4,765·52

* 0·26 mile treble and 19·18 miles quadruple.

for the year 1940-41—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Taraput Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State line.	Dhrangadra.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Panilight.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		..		..		Total—4.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1941				TRACK MILEAGE OPEN ON 31ST MARCH 1941.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Eastern Bengal	5′ 6″	2-1-62	675·85	146·13	22·60 (quadruple).	844·58	1,058·51	485·44	50·62	1,594·57
	Sara-Sirajganj	5′ 6″	1-7-15	53·88	..	..	53·88	53·88	25·62	..	79·50
	Eastern Bengal	3′ 3⅜″	28-8-77	1,029·51	7·29	..	1,036·80	1,044·09	303·05	9·81	1,356·95
	Cooch Behar State	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat Light	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—5			1,829·22	153·42	22·60	2,005·24	2,226·46	819·76	60·43	3,106·65
6	East Indian (*h*)	5′ 6″	15-8-54	3,269·39†*	940·63	65·17‡	4,275·19	5,384·08	(*e*)1,790·95	186·70	7,361·73
	Cawnpore-Burhwal link	3′ 3⅜″	24-11-96	(*a*)65·73	..	..	65·73	(*a*) 65·73	14·18	1·69	81·60
	Total—6			3,335·12	940·63	65·17	4,340·92	5,449·81	1,805·13	188·39	7,443·33
7	Great Indian Peninsula (*b*) (*f*)	5′ 6″	18-4-53	2,237·87	775·52	32·74 (quadruple).	3,046·13	3,919·87	921·63	182·05	5,023·55
	Bhopal-Itarsi (Jointly owned by State and Indian State.)	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	24·15	0·18	80·97
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	6·94	4·17	124·57
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	10·06	..	157·13
	Dhond-Baramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	0·98	0·45	28·73
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	6·65	2·64	127·10
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—7			2,756·60	775·52	32·74	(*g*)3,564·86	4,438·60	973·51	190·62	5,602·73

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Barabanki.
‡ 34·59 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.
(*a*) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.
(*b*) Includes Agra-Delhi Chord, Baran Kotah, and Bhopal Itarsi (British section only, *viz.*, 12·26 miles) Railways.
(*e*) Includes 1·59 miles of Traverser track and 1·21 miles of Crane Path in Lillooah Workshops.
(*f*) The following mileages of Metre and Narrow Gauges at junction stations, which are solely used by the foreign railways but maintained by this railway, have not been included :—

B. B. & C. I. Railway	1·665 miles of 3′3 3/8″ Gauge in Agra Area.
M. & S. M. Railway	0·064 miles of 3′ 3 3/8″ Gauge at Ghorpuri.
G. I. Railway	0·998 miles of 2′—0″ Gauge at Gwalior.
B. N. Railway	1·070 miles of 2′—6″ Gauge at Jubbulpore.
B. B. & C. I. Railway	2·259 miles of Mixed Gauge in Agra Area.

(*g*) Excludes 766·03 miles, Cownpore-Banda B.G. Section closed from 1-1-1941 and 42·80 miles, Darwah-Pusad N.G. railway closed from 27-12-1940.
*Includes 75·82 miles, South Bihar and 32·04 miles, Hardwar-Dehra Railways purchased by the G. of I. with effect from and 1-7-1939 and 1-1-1940 respectively.
(*h*) Excludes 25·22 miles of Akbarpur—Tanda & Dalmau Daryapur. dismantled on 14-12-40 & 21·44 miles of Chandpur—Bijnor on 26-12-40

for the year 1940-41—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat light.
	..		..		..		Total—5.
..	..	..	..	..	..	State line.	East Indian.
..	..	..	..	..	..	State line. ¶	Cawnpore Burhwal link.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	Great Indian Peninsula.
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State
..	..	..	..	..	..	Indian State lines.	Bhopal-Ujjain.
..	..	..	..	..	..	Indian State lines.	Bina-Goona-Baran.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Barmati.
..	..	..	..	..	..	Branch lines under rebate terms.	Ellichpur-Yeotmal.
..	..	..	..	..	..	Branch lines under rebate terms.	Pachora-Jamner.
..	..	..	..	..	..	Branch lines under rebate terms.	Pulgaon-Arvi.
	..		..		..		Total—7.

¶ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1941.				TRACK MILEAGE OPEN ON 31ST MARCH 1941.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
8	Jodhpur	3′ 3⅜″	24-6-82	806·95	..	..	**806·95	806·95	109·37	13·47	929·79
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-92	269·24	..	..	269·24	269·24	54·77	6·14	330·15
	Mirpur Khas-Khadro	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	4·22	1·60	55·32
	Total—8			1,125·69	..	..	1,125·69	1,125·69	168·36	21·21	1,315·26
9	Madras and Southern Mahratta—	5′ 6″	1-7-56	††1,039·84	48·17	3·71 (Quadruple).	1,091·72	1,151·02	333·89	9·98	1,494·89
	Kolar Gold-fields (M. S. Ry.).	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·21	3·10	15·19
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	*1,710·98	1·15	..	1,712·13	1,713·28	260·98	5·48	1,979·74
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3⅜″	17-1-87	51·04	..	..	51·04	51·04	22·50	1·58	75·12
	Total—9			2,886·44	49·32	3·71	2,939·47	2,999·92	625·13	20·14	3,645·19
10	Mysore State	3′ 3⅜″	1-2-81	347·74	..	..	§347·74	347·74	45·80	0·55	394·09
	Bangalore-Haribar	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	30·31	0·72	241·52
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·21	..	55·40
	Bangalore-Chick Ballapur Light	2′ 6″	6-4-15	38·63	..	..	38·63	38·63	4·06	..	107·16
	Kolar District Tarikere—	2′ 6″	15-12-13	63·57	..	..	63·57	63·57			
	Narasimharajapura Tramway.	2′ 0″	22-5-15	26·60	..	..	26·60	26·60	2·62	..	29·22
	Total—10			738·22	..	..	738·22	738·22	87·90	1·27	827·39
11	Nizam's State	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	64·26	10·63	405·07
	Bezwada Extension	5′ 6″	10-2-89	†21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5′ 6″	1-2-21	145·69	..	..	145·69	145·69	5·08	3·73	154·50
	Karepalli-Kothagudium	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	3·52	2·09	30·13
	Vikarabad-Bidar and Extension	5′ 6″	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·32	..	178·57
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	60·38	2·22	456·79
	Parbhani-Purli	3′ 3⅜″	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	8·28	..	148·08	157·36	16·00	0·05	173·41
	Dronachellam (Dhone-Kurnool)	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Jankampet Bodhan	3′ 3⅜″	1-11-38	12·04	..	..	12·04	12·04	1·76	1·40	15·20
	Total—11			1,342·09	17·82	..	1,359·91	1,377·73	171·26	20·12	1,569·11

* Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yards.
† Maintained by N. S. Ry. 20·25 miles & by M. and S. M. Ry. 1·22 miles.
§ Includes 9·51 miles Sagra-Talaguppa Section.
** Includes 2·22 miles being the net difference due to realignment of Pachpadra Salt Section.
†† xcludes 27·38 miles of Cocanada—Kotipalle Branch dismantled in November 1940.

for the year 1940-41—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (b)		UNDER CONSTRUCTION. (c)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Phalodi-Pokaran. (d)	35·48	..	..	..	..	Indian State line.	Jodhpur.
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (a).	Mirpur Khas-Khadro.
	35·48		..		..		Total—8.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta.
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields (M. S. Ry.).
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—9.
Sagara-Talaguppe. (e)	9·51	..	..	..	..		Mysore State.
..	..	..	..	..	..	Indian State Lines ..	Bangalore-Haribar.
..	..	..	..	..	..		Hindupur (Yesvantpur Mysore Frontier).
..	..	..	..	..	..	Line guaranteed by Indian State.	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Indian State Line ..	Kolar District.
							Tarikere—
..	..	..	..	..	..	Indian State line ..	Narasimharajapura Tramway.
	9·51		..		..		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State lines.	Kazipet-Balharshah.
..	..	..	..	..	..		Karepalli-Kothagudium.
..	..	..	..	..	..		Vikarabad-Bidar and Extension.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam (Dhone Kurnool.)
..	..	..	..	..	..	Indian State line.	Jankampet Bodhan.
				Mudkhad to Adilabad (f)	100·69	Indian State line.	
	..		..		100·69		Total—11.

(a) Receives land only from Government and Indian State.

(b) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(c) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(d) Opened for public traffic on 27-7-1940.

(e) Opened for public traffic on 10-11-1940

(f) Construction of the line has been suspended for want off materials.

8.—Mileage Statement

CLASS I

Serial No	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1941.				Track mileage open on 31st March 1941.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western—††	5′ 6″	13-5-61	**4,780·94	885 03	..	5,665·97	6,551 00	1,823·79	74·78	*8,449·57
	Shahdara Narowal	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·56	..	49·89
	Bahawalnagar-Fort Abbas-Kut-Al-Imara.	5′ 6″	4-4-28	151·51	..	..	151·51	151·51	7·13	..	158·64
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	5·58	..	50·66
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·84	..	51·87
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·59	0·04	19·49
	Khanpur-Chachran	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·46	..	24·44
	Ludhiana-Dhuri-Jakhal	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84·79
	Mandra-Bhaun	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	3·65	..	50·33
	Rajpura Bhatinda	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·84	..	128·62
	Sialkot-Narowal	5′ 6″	10-11-15	38·70	..	..	38·70	38·70	5·98	..	44·68
	Sirhind-Rupar	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·42	..	79·88
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	10·21	..	70·14
	Kangra Valley	2′ 6″	1-12-28	88·46	..	..	88·46	88·46	9·05	..	†97·51
	Zhob Valley (Fort Sandeman-Khanai).	2′ 6″	1-1-21	§173·84	..	..	173·84	173·84	‡28·98	..	202·82
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	10·75	..	72·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	22·20	8·22	187·90
	Total—12			6,056·40	885·03	..	(a)6,941·43	7,826·46	1,978·14	83·04	9,887·64

* Nok Kundi-Zahidan (137·28 miles, single line and 13·83 miles sidings) and Landi Kotal-Landi Khana (5 miles, single line and 0·88 mile sidings) sections closed to traffic, not included.

† Baijnath Paprola—Jogindar Nagar Section (14·53 miles single line and 0·94 miles sidings) closed to traffic, not included.

†† Includes 162·84 miles, single line and 5·63 miles sidings. "Sind Left Bank Feeders Railway" opened for traffic on 20-5-1930.

§ Excludes 9·32 miles of mixed gauge (Khanai Bostan Section) included under main line, broad gauge.

‡ Includes 16·72 miles of transportation siding which was incorrectly treated as Commercial siding previously.

** Includes the mixed gauge line referred to in the note marked with §above.

(a) Exclude { 53·22 miles due to closing of Larkana-Jacobabad (N.G.) railway during 1940.
20·75 miles due to closing of Lyallpur-Jaranwala Section (B.G.) from 3-12-1940.

for the year 1940-41—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED, (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
Sind Right Bank Feeders :—(c)							
(i) (Broad Gauge conversion (N. G. to B. G.)							
Larkana to Silra Shahdad Kot.	32·16	..	..	..	..	State line.	North Western.
(ii) New line.							
Silra Shahdad Kot to Jacobabad.	51·82						
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas Kut-Al-Imara.
..	..	..	..	..	..		Jind-Panipat (Indian States Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jampur-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Khanai).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh Barrage) and Laki-Pezu-Tank-Manzai.
	83·98		..		..		Total—12.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.

(c) Opened for public traffic on 29-7-40.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1941.				Track mileage open on 31st March 1941.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	38·04	4·34	301·10
	Lucknow-Bareilly	3′ 3⅜″	12-10-84	310·00	1·16	..	311·16	312·32	66·52	13·00	391·84
	Total—13			568·72	1·16	..	569·88	571·04	104·56	17·34	692·94
14	South Indian (*a*)	5′ 6″	23-5-60	558·67	..	..	††558·67	558 67	136·07	2·56	697·30
	Shoranur Cochin	5′ 6″	**24-10-34	73·44	..	..	§73·44	73·44	23·07	*1·16	*97·67
	South Indian	3′ 3⅜″	15-7-61	1,486·81	4·84	15·55	†1,507·20	1,543·14	327·40	16·89	†1,887·43
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	1·41	..	16·06
	Podanur-Pollachi	3′ 3⅜″	15-10-15	24·68	..	..	24·38	24·38	2·44	..	26·82
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·21	0·03	10·09
	Tinnevelly-Tiruchendur	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section)	3′ 3⅜″	1-6-02	50·52	..	..	50·52	148·16	21·37	0·68	170·21
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Morappur-Hosur	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·14	..	77·45
	Tirupattur-Krishnagir	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·44	..	27·82
	Total—14			2,479·79	4·84	15·55	2,500·18	2,536·12	529·29	21·32	3,026·73
	Total Class I			32,894·05	3,339·99	159·21	36,393·25	40,167·81	9,568·19	1,037·47	50,773·47

* Includes 0·90 miles of 3′ 3⅜″ Gauge.

** Date of conversion from 3′ 3⅜″ gauge to 5′ 6″ gauge (3′ 3⅜″ gauge first opened on 2nd June 1902).

† Include electrified lines between Madras Beach and Tambaram.

†† Excludes 1·97 miles of mixed gauge between Salem Junction and Salem Market which have been included in the Metre Gauge route mileage.

(*a*) Excludes 41·38 miles of Shoranur-Nilambur Ry. dismantled on 20-1-1941.

§ Includes 8·43 miles of Shoranur-Cochin Harbour Railway.

for the year 1940-41—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon.
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian.
Cochin Railway Extension and Harbour Railway (Idappalli-Ernakulam Extension),**	8·43	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Morappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	8·43		..		..		Total—14.
	137·40		..		100·69		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

** Opened for passenger and goods traffic on 1-10-1940.

(a) Lines sanctiond for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—*Mileage Statement*

CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1941.	TRACK MILEAGE OPEN ON 31ST MARCH 1941.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·21	224·78	Line subsidized by the Government of India and Indian State.*
2	Bengal Dooars §§	3′ 3½″	15-1-93	39·50	39·50	7·75	47·25	Line subsidized by District Board.
	Bengal Dooars Extensions §§	3′ 3½″	20-4-00	121·25	121·25	17·74	138·99	Line subsidized by the Government of India.*
	Total—2			160·75	160·75	25·49	186·24	
3	Bhavnagar State	3′ 3½″	20-12-80	307·04	307·04	70·94	377·98	Indian State Lines.
4	Bikaner State	3′ 3½″	9-12-91	‡‡883·05	883·05	85·02	968·07	Indian State Lines.
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·66	61·73	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·89	100·33	Branch line under rebate terms.
	Total—5			146·51	146·51	15·55	162·06	
6	Dibru-Sadiya	3′ 3½″	15-8-82	84·21	84·21	27·90	112·11	Line subsidized by Local Government. ¶
	Ledo and Tikak Margherita Colliery	3′ 3½″	17-2-84	5·50	5·50	27·03	32·53	Unassisted Company's line.
	Total—6			89·71	89·71	54·93	144·64	
7	Gaekwar's Baroda State	3′ 3½″	21-3-87	255·12	255·12	34·57	289·69	Indian State lines.
	Khijadia-Dharit	3′ 3½″	11-3-13	37·46	37·46	4·67	42·13	Indian State lines.
	Prachi Road-Kodinar	3′ 3½″	6-4-38	15·65	15·65	0·87	16·52	Indian State lines.
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	55·73	388·79	Indian State lines.
	Bodeli-Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	Indian State lines.
	Total—7			663·96	663·96	97·86	761·82	Indian State lines.
8	Gondal	3′ 3½″	19-1-81	126·08	126·08	21·04	147·12	Indian State lines.
	Jetalsar-Rajkot	3′ 3½″	12-4-93	46·16	46·16	10·42	56·58	Indian State lines.
	Porbandar State	3′ 3½″	1-10-89	††41·25	41·25	7·75	49·00	Indian State lines.
	Total—8			213·49	213·49	39·21	252·70	Indian State lines.
	Jaipur State	3′ 3½″	10-11-05	(a)244·47	244·47	20·09	264·56	Indian State lines.
10	Jamnagar-Dwarka	3′ 3½″	3-4-22	**74·73	74·73	4·37	79·10	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3½″	8-4-97	‡86·97	86·97	16·86	103·83	Indian State lines.
	Okhamandal	3′ 3½″	15-11-22	37·21	37·21	4·45	41·66	Indian State lines.
	Total—10			198·91	198·91	25·68	224·59	Indian State lines.
11	Junagad State	3′ 3½″	1-9-88	§229·22	229·22	30·00	259·22	Indian State lines.
12	Morvi	3′ 3½″	4-3-95	132·26	132·26	39·10	171·36	Indian State lines.
13	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·90	103·40	Line subsidized by the Government of India.*
	TOTAL CLASS II			3,564·44	3,564·44	536·38	4,101·42	

* Receives land only from Government.
† Taken over from Gondal Railway on 1st April 1934.
‡ Includes 27·01 miles, Hatmatia Dhrol-Jodiya Extension opened for coaching and goods.
§ Includes 0·73 mile of Dungarpur quarry and 0·53 mile of Veraval Dock Estate lines worked for goods traffic only.
†† Includes 1·51 miles of Porbandar Dock Estate Line and 3·70 miles of Banwao quarry line worked for goods traffic.
¶ Subsidy ceased with effect from 1920-21.
§§ Purchased by the Government of India with effect from 1st January 1941.
‡‡ Includes 87·20 miles of Sadulpur-Mohindargarh Section opened for public traffic.
(a) Includes 29·37 miles of Sikar to Fatehpur section opened for public traffic.
** Includes 3·81 Miles Khambhalia Salaya opened for Coaching and Goods traffic.

for the year 1940-41—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		..		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
Mohindargarh-Rewari (d)	30·76	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita Colliery.
	..		..		..	Total—6.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Khijadiya-Dhari.
..	..	..	..	..	..	Pradhi Road-Kodinar.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..		..		..	Total—7.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Porbandar State.
	..		..		..	Total—8.
Sikar to Fatehpur. (c)	29·37	Fatehpur-Bissau Section	18·51	..	..	Jaipur State.
..	..	..	..	..	..	Jamnagar-Dwarka.
Hadmatia Dhrol-Jodiya Extension. (c)	27·01	Jam-Wanthali-Kalawad	16·02	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	27·01		16·02		..	Total—10.
..	..	..	..	..	..	Junagad State.
..	..	..	..	..	..	Morvi.
..	..	..	..	..	..	Shahdara (Delhi)-Saharanpur Light.
..	87·14		34·53		..	TOTAL CLASS II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(c) Opened for public traffic on 3-10-1940.

(d) Opened for public traffic on 24-2-1941.

(e) Opened for public traffic on 6-4-1940.

8.— *Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1941.	TRACK MILEAGE OPEN ON 31ST MARCH 1941.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·79	35·48	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·83	70·99	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·25	67·58	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·22	57·46	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·37	36·37	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·50	76·50	Indian State line.
9	Debri-Rohtas Light	2′ 6″	6-2-11	24·09	24·09	10·72	34·81	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·03	324·95	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	7·18	51·05	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Company's line.
16	Jorhat	2′ 0″	13-9-83	32·50	32·50	1·32	33·82	State line.
17	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
18	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
19	Mewar State	3′ 3⅜″	1-8-95	145·74	145·74	21·58	167·32	Indian State line.
20	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.†
	TOTAL CLASS III	..	..	1,094 24	1,095·65	125·79	1,221·44	

* Includes 1·14 miles of Gwalior Palace siding (5′·6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives Land and rebate from Government.
† Subsidy ceased with effect from 1914-15.

for the year 1940-41—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING YEAR 1940-41.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1941.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damoodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..		..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jorhat.
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Mewar State
..	..	..	..	..	..	Tezpore-Balipara Light.
	..		..		..	TOTAL CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9.—*Mean mileage worked, number of stations and gradients on Class I Railways during the year 1940-41.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur	2,550·7	408	1·47	19·1	194·1	881·1	182·0	1,277·7	0·87	1 in 50	10·0	573	16·3	15·3
Bombay, Baroda & Central India.	1,259·6	233	*Nil*	1·35	0·61	261·5	95·1	358·6	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	898·5	244	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,435·4	771	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·79
Great Indian Peninsula.	3,437·7	489	20·8	26·1	94·1	1,046·2	407·5	1,594·7	0·16	1 in 34	9·92	600	20·5	16·1
Madras and Southern Mahratta.	1,146·2	232	*Nil*	14·1	36·0	185·4	109·0	344·5	0·80	1 in 60	7·96	720	22·9	12·1
Nizam's State	688·1	97	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40 (c)	1,300 (c)	18·9 (i)	20·2 (i)
North Western	6,310·0	976	109·7	122·0	224·4	249·7	237·5	943·3	2·75	1 in 25	12·6	455	12·2	13·7
South Indian	792·9	151	*Nil*	28·5	47·5	134·2	54·2	264·4	1·16	1 in 62	7·16	800	35·3	24·0
Total	21,519·1	3,601	132·1	234·2	817·2	3,286·9	1,261·7	5,732·1						
3' 3⅜" GAUGE.														
Assam Bengal	1,329·6	295	10·3	47·8	31·2	182·3	39·8	311·4	10·1	1 in 37 (d)	12·0	478	14·8	35·2
Bengal and North Western.	2,170·5	365	0·11	1·52	3·16	9·17	8·88	22·8	0·11	1 in 50	8·74	656	10·0	7·96
Bombay, Baroda & Central India.	2,025·1	296	3·40	0·48	19·4	393·9	268·4 (k)	685·6	3·40	1 in 40	8·00 (e)	716 (e)	9·55	10·3
Eastern Bengal*	1,069·9	215	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·5	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	1,114·1	174	0·51	*Nil*	2·51	234·6	80·4	318·0	0·51	1 in 50	8·00	716	8·79	11·4
Madras and Southern Mahratta.	1,816·5	283	14·2	53·4	475·6	368·9	107·5	1,019·6	2·01	1 in 40	12·0	479	22·1	37·0
Mysore State	609·4	102	*Nil*	54·3	273·4	72·8	27·3	427·8	1·05	1 in 70	10·0	573	20·1	24·9
Nizam's State	671·8	114	*Nil*	*Nil*	11·5	352·7	175·0	539·2	0·78	1 in 100	5·00	1,146	10·8	8·92
Rohilkund and Kumaon.	564·5	105	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70 (h)	12·0 (f)	479	8·70	8·22 (g)
South Indian	1,770·8	435	24·0	35·3	90·8	368·7	137·1	655·9	0·31	1 in 53	11·5	500	18·0	16·5
Total	13,207·9	2,385	52·9	198·2	919·9	2,038·2	918·3	4,127·5						
2' 6" AND 2' 0" GAUGES.														
Bengal Nagpur	926·3	135	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·5	38	*Nil*	4·20	29·1	35·2	10·4	78·9	0·35	1 in 75	12·0	478	18·3	40·1
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	233·2	32	*Nil*	1·71	49·0	49·6	12·2	112·5	0·80	1 in 80	12·0	478	17·5	41·8
Mysore State	128·8	25	5·43	6·67	47·7	*Nil*	12·7	72·5	5·43	1 in 50	40·0	143	10·1 (j)	25·2 (j)
North Western	644·5	79	108·8	42·8	97·5	84·1	41·2	374·4	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	36·2	62·2
Total	2,292·9	338	114·7	132·4	388·7	393·3	133·9	1,163·0						
GRAND TOTAL	37,019·9	6,324	299·7	564·8	2,125·8	5,718·4	2,313·9	11,022·6						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	3,571·78	648
	Class III Railways	1,095·13	314

(b) Excludes block huts, branch booking offices, out agencies and train halts.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 10·2° and radius = 560 ft.

(f) The sharpest curve on the Travancore Ghat is 477′ radius at mile Q. 431 and on the Nilgiri Ry. 318′ at miles H. 15 & 16.

(g) The figure is for plains section, the figure for ghat section being 341·5°.

(h) Excepting the Nilgiri Mountain Rly. on which the Steepest Gradient worked is 1 in 12·28 for a length of 0·28 mile, 1 in 12·50 generally on the rack section and 1 in 25 for a length of 2·63 miles on the adhesive Section.

(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal-Landi Khana Sections (closed to traffic) not excluded while calculating the results.

(j) Figures relating to Baijnath Paprola-Jogindar Nagar (closed to traffic) not excluded while calculating the results.

(k) Include total length of gradients of 1/301 to 1/500 (20·9 miles) and 1/501 to 1/1000 (12·4 miles).

* Excludes Bengal Dooars Ry. figures, which are included under Class II railways for the whole year.

10.—Statement of Rolling Stock in Service on Class I Railways on the 3 st Mar n 1941.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity

A.—Locomotives and Rail Cars, etc.—*By gauges.*

Railway.	Locomotives.						Rail Cars (Steam propelld).			Rail Cars (internal combustion engine propelled).			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort in lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal Nagpur	608	52	660	..	20,764,672	..	2	48	160	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	321	*39	360	2	9,414,737	10,000	..	..	..	..	..	..	40	..	7,280	70
Eastern Bengal	221	72	293	..	7,470,078	..	..	..	..	..	..	..	..	..	..	..
East Indian	1,139	430	1,569	..	37,289,218	..	3	30	270	..	..	..	..	..	..	..
Great Indian Peninsula	(b)598	62	660	66	17,732,489	2,065,000	..	..	..	..	..	..	53	..	6,870 (c)	67
Madras and Southern Mahratta.	244	58	302	..	7,750,430	..	..	..	..	6	..	660	..	..	..	..
Nizam's State	81	4	85	..	2,122,026	..	..	..	..	4	..	336	..	..	..	..
North Western	1,030 (d)	110	1,140	..	30,371,483	..	6	..	589	12(a)	7	1,111	..	..	..	..
South Indian	136	17	153	..	3,431,270	..	..	..	..	..	..	..	..	..	..	..
Total	4,378	844	5,222	68	136,346,403	2,075,000	11	78	1,019	22	7	2,107	93	..	14,150	137
3' 3½" Gauge.																
Assam Bengal	190	13	203	..	3,143,816	..	..	..	..	..	..	..	..			..
Bengal and North Western.	371	29	400	..	5,388,509	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	400	75	475	..	7,237,703	..	3	36	307	..	..	..	..	..		..
Eastern Bengal (g)	221	4	225	..	3,504,589	..	1	..	(h)56	..	..	..	..	..		..
Jodhpur	99	4	103	..	1,424,859	..	..	..	..	1	(e) 7	5	..	..		..
Madras and Southern Mahratta.	315	5	320	..	5,431,459	..	..	..	..	..	..	..	..	..		..
Mysore State	78	8	86	..	1,337,579	..	..	..	..	..	..	..	..	..		..
Nizam's State	71	12	83	..	1,269,761	..	2	..	224	..	..	..	..	..		..
Rohilkund and Kumaon	84	5	89	..	1,250,313	..	..	..	..	..	..	..	..	..		..
South Indian	296	85	381	4	5,464,851	41,600	..	..	..	3	..	220	(f)24	720	528	37
Total	2,125	240	2,365	4	35,453,439	41,600	6	36	587	4	7	225	24	720	528	37
2' 6" and 2' 0" Gauges.																
Bengal Nagpur	101	10	111	..	1,642,953	..	3	18	96	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	9	18	27	..	236,279	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	9	9	..	35,940	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	13	8	21	..	309,392	..	..	..	..	1	..	58	..	..	..	..
Mysore State	12	6	18	..	118,984	..	..	..	..	..	..	..	..	..	..	..
North Western	68	32	100	..	1,439,976	..	3	..	108	6	66	..	1	15	..	13
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	209	88	297	..	3,921,533	..	6	18	204	7	66	58	1	15	..	13

*Includes one Diesel Electric Shunting Engine.
(a) Includes one used as an Inspection Car without rearrangement of the seats.
(b) Includes 1H/4 type engine on loan to E. I. Rly.
(c) Includes standing accommodation.
(d) Includes 2HG/S, 7HG/C, 5HG and 5SG engines on loan to E. I. Railway and 1 HP/S engine on loan to Standardisation Dept., New Delhi.
(e) Chairs.
(f) Excludes Electric Trailer coaches.
(g) Includes B. D. Ry. stock taken over.
(h) For clayton coach only.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1941—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third
1	2	3	4	5	6	7	8	9	10	11
5' 6" GAUGE.										
Bengal-Nagpur	459	..	163	4,008	40,433	12	36	..	..	(*j*)54
Bombay, Baroda and Central India	(*a*) 464	(*b*) 1,344	(*c*) 5,683	..	(*d*) 47,903	13	.	32	..	663
Eastern Bengal	239	336	51	126	29,178	16	105	..	36	441
East Indian	1,096	841	1,888	9,420	102,**160	282	136	165	..	††15,992
Great Indian Peninsula	*601	1,528	1,933	71	†62,577	..	..	..	..	..
Madras and Southern Mahratta	214	80	300	..	23,604	19	..	..	..	882
Nizam's State	42	..	..	..	5,127	15	12	54	..	519
North Western	927	208	319	1,741	94,257	66	..	..	..	3,010
South Indian	135	162	104	..	12,857	..	..	..	..	..
Total	4,177	4,499	10,441	15,366	418,096	423	289	251	36	21,561
3' 3⅜" GAUGE.										
Assam Bengal	284	1,026	..	438	16,823	10	..	..	..	270
Bengal and North Western	462	11	..	1,231	39,036	(*g*) 481	186	320	1,186	17,031
Bombay, Baroda and Central India	628	120	60	..	50,187	184	366	576	..	2,318
Eastern Bengal (*o*)	310	45	..	528	22,070	39	92	..	210	898
Jodhpur	75	32	..	..	5,528	57	23	104	312	650
Madras and Southern Mahratta	254	32	162	..	16,817	50	56	72	..	1,110
Mysore State	99	16	54	..	5,620	13	..	12	..	317
Nizam's State	52	..	..	..	4,272	(*i*) 25	54	96	..	737
Rohilkund and Kumaon	64	..	..	..	5,390	(*h*) 102	96	78	70	2,992
South Indian	(*e*)668	573	418	..	(*f*) 42,986	..	..	..	..	..
Total	2,886	1,855	694	2,197	208,*729	961	873	1,258	1,778	26,323

* Includes 102 bogies (Electric Stock) Multiple units.
(*a*) Includes 120 Electric Trailer Coaches.
(*b*) Includes 720 1st class seats of Electric Stock.
(*c*) Includes 4,600 2nd class seats of Electric Stock.
(*d*) Includes 12,920 3rd class seats of Electric Stock.
**Includes 752 seats for servants in Upper class stock and 14,154 seats in 132 replaced vehicles running as Mela Stock.
††Includes 10 seats for servants in upper class stock and 14,958 in 249 replaced vehicles running as mela stock.
(*e*) Includes 48 Trailer Electric Coaches.
(†) Includes 17,966 Third class seats (including standing accommodation) of (Electric Stock) Multiple Units.
(*f*) Includes 3,456 third class seats of electric stock.
(*g*) Includes 330 six-wheelers.
(*h*) Includes 27 six-wheelers.
(*i*) Six-wheelers.
(*j*) Stretchers.
(*o*) Includes B. D. Ry. Stock taken over.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1941*—contd.

B.—Coaching Stock—*Broad and metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Composite passenger carriages, excluding those fitted with brake van or mail accommodation.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ Gauge.
184	1,645	3,065	2,103	‡1,832	11	66	125	..	..	Bengal Nagpur.
119	1,374	2,784	150	2,938	7	42	84	..	..	Bombay, Baroda and Central India.
245	1,596	2,772	8,257	9,347	13	74	135	54	72	Eastern Bengal.
488	2,880	6,223	11,112	‡‡13,292	13	90	141	..	¶8	East Indian.
‡301	§3,199	§6,786	2,321	§8,394	..	..	..	..	..	Great Indian Peninsula.
164	416	2,198	2,376	7,092	6	24	36	..	..	Madras and Southern Mahratta.
24	224	516	..	548	4	24	50	..	..	Nizam's State.
639	3,664	5,177	11,537	28,387	45	332	402	..	..	North Western.
63	687	1,752	..	1,031	..	..	..	..	..	South Indian.
2,227	15,685	31,273	37,856	72,861	99	652	973	54	80	Total.
										3′ 3½″ Gauge.
157	930	..	2,066	4,800	..	..	..	..	..	Assam Bengal.
75	546	781	974	992	119 (*l*)	567	576	630	912	Bengal and North Western.
177	1,344	1,914	481	3,364	21	126	126	..	..	Bombay, Baroda and Central India.
169	966	1,002	2,097	3,207	55	302	326	212	264	Eastern Bengal.
55	150	266	924	1,066	14	44	56	34	..	Jodhpur.
157	376	1,053	1,815	3,421	7	28	42	..	..	Madras and Southern Mahratta.
42	156	438	180	834	1	4	6	..	..	Mysore State.
17	129	284	..	221	‖5	33	68	..	..	Nizam's State.
27	147	213	362	784	(*m*)20	67	69	139	139	Rohilkund and Kumaon.
159	871	2,392	150	3,189	..	..	..	..	..	South Indian.
1,025	5,615	8,343	9,049	21,878	242	1,171	1,269	1,015	1,315	Total.

‡ Includes 50 Bogies (Electric Stock) Multiple units.
§ Includes 1,069 First, 3,036 Second and 2,954 Third class seats of Electric Stock: and excludes 52, 56 and 100 Dining seats respectively.
‖ Six-Wheelers.
(*l*) Includes 90 six-wheelers.
(*m*) Includes 6 six-wheelers.
‡‡ Includes 2,246 seats for servants in Upper class stock.
¶ Represent seats for servants in Upper class stock.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1941*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Composite passenger carriages with brake van or mail accommodation.										Military cars.		Dining cars.	
	Bogies.					*Four wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ Gauge.														
Bengal Nagpur	151	..	..	276	9,042	1	..	..	..	37	..	..	16	(*m*)390
Bombay, Baroda and Central India.	105	..	..	1,407	5,943	..	..	..	..	..	..	..	9	288
Eastern Bengal	194	32	40	586	17,012	2	..	..	..	60	..	..	2	72
East Indian	533	20	34	558	33,470	10	..	..	..	426	..	..	(*d*)19	(*f*)479
Great Indian Peninsula	237	112	192	..	**11,381	..	..	..	..	..	59	†3,133	28	(*c*)922
Madras and Southern Mahratta.	152	..	..	472	8,547	1	..	..	..	50	..	..	5	142
Nizam's State	25	..	..	..	1,014	..	..	..	..	..	..	..	..	..
North Western	529	1,046	1,139	1,377	22,183	..	..	..	..	..	18	1,152	30	640
South Indian	115	72	144	..	7,547	..	..	..	..	..	..	..	2	64
Total	2,041	1,282	1,549	4,676	116,139	14	..	..	..	573	77	4,285	111	2,997
3′ 3⅜″ Gauge.														
Assam Bengal	170	..	..	1,398	5,199	17	..	..	..	68	..	..	2	(*e*)46
Bengal and North Western	47	..	..	..	2,255	(*a*)25	..	..	..	632	..	..	1	8
Bombay, Baroda and Central India.	205	..	..	..	10,968	..	..	..	..	..	..	..	5	(*b*)160
Eastern Bengal (*o*)	160	10	10	162	6,352	7	3	3	..	125	..	..	2	30
Jodhpur	74	..	..	..	3,891	4	..	..	..	80	..	..	4	(*m*)66
Madras and Southern Mahratta.	144	..	..	592	4,555	91	..	..	..	1,147	..	..	..	..
Mysore State	49	..	..	48	1,671	29	..	..	..	369	..	..	4	124
Nizam's State	22	..	128	..	476	*2	..	..	..	42	..	..	..	..
Rohilkund and Kumaon	23	..	..	53	1,199	*1	..	..	13	19	..	..	(*n*) 1	(*g*)25
South Indian	350	..	..	..	13,898	..	..	..	..	..	..	..	5	96
Total	1,244	10	138	2,253	55,464	176	3	3	13	2,482	..	..	24	555

* Six-wheeler's.
† 123 First class and 3,010 Third class.
(*a*) Includes 17 six-wheelers.
(*b*) Includes Dining seats of 6 Bogies 1st, & 2nd and Dining Cars included in the number 177 shown under column 12, page 81.
(*c*) Excludes 206 seats for servants.
(*d*) Includes 11 six-wheeled Bogies.
(*e*) 36 First class and 10 Third class.
(*f*) 374 upper class and 105 Third class.
(*g*) Includes 1 Berth for Manager.
** Excludes 32 Dining seats.
(*m*) Chairs
(*n*) Bogie
(*o*) Includes B. D. Ry. stock taken over.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1941*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Saloons, Royal and State.				Reserved carriages (for use of the public).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	--
									5′ 6″ Gauge.
2	7	..	..	6	30	..	..	842	Bengal Nagpur.
1	7	..	..	13	156	§10	111	741	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	716	Eastern Bengal.
13	35	..	..	(*k*)24	155	2	4	2,480	East Indian.
5	17	..	..	20	207	..	..	1,251	Great Indian Peninsula.
3	(*l*)6	..	..	4	21	‡2	12	570	Madras and Southern Mahratta.
(*p*)¶11	62	(*p*) 3	6	6	46	..	..	130	Nizam's State.
26	121	..	..	22(*i*)	85(*q*)	..	..	2,302	North Western.
2	18	..	..	2	16	..	..	319	South Indian.
65	279	3	6	100	726	14	127	9,351	Total.
									3′ 3¾″ Gauge.
1	2	1	5	1	3	..	..	643	Assam Bengal.
2	4	‡1	2	..	..	(*k*)14	22	1,227	Bengal and North Western.
6	22	1	1	16	94	1	2	1,244	Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	746	Eastern Bengal.
..	..	..	..	..	..	..	..	283	Jodhpur.
1	4	..	..	1	6	1	2	706	Madras and Southern Mahratta.
6	18	..	..	..	..	2	8	245	Mysore State.
(*p*) 4	18	(*p*) ‡1	4	1	3	‡1	4	130	Nizam's State.
..	..	..	..	..	..	(*j*)3	4	241	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,177	South Indian.
24	76	4	12	24	149	22	43	6,642	Total.

§ Includes 3 six-wheeled saloons with 27 berths.
¶ Includes 3 First class State carriages.
‡ Six-wheeled.
(*i*) Includes 2 bogie III class tourist cars with 42 seats each
(*q*) In addition there are 13 berths for clerks and 73 for servants.
(*h*) Includes 6 six-wheelers.
(*j*) Includes 1 six-wheeler.
(*k*) Includes 12 six-wheeled Bogies.
(*l*) Excludes 12 dining seats.
(*p*) State stock for private use.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1941*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages.)		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ Gauge.									
Bengal Nagpur	...	...	28	...	78	42	252	11	64
Bombay, Baroda and Central India	...	...	...	...	58	25	150	119	...
Eastern Bengal	3	...	...	...	49	39	234	144	98
East Indian	...	...	...	10	231	129	774	(e)19	(d)64
Great Indian Peninsula	9	...	...	2	50	93	537	22	262
Madras and Southern Mahratta	...	...	...	4	57	27	162	85	2
Nizam's State	...	...	...	1	9	13	78	..	*29
North Western	13	...	...	..	113	132	792	139	(a) 423
South Indian	12	...	...	...	23	12	72	49	...
Total	37	...	28	17	668	512	3,051	588	942
3′ 3¾″ Gauge.									
Assam Bengal	9	51	...	...	30	12	48	5	43
Bengal and North Western	...	...	...	...	(c) 53	30	120	...	(b) 3
Bombay, Baroda and Central India	...	...	...	...	60	71	284	22	6
Eastern Bengal (o)	5	...	...	1	37	31	124	182	56
Jodhpur	...	...	...	...	(f)9	8	32	7	3
Madras and Southern Mahratta	...	...	...	...	29	31	124	34	13
Mysore State	...	...	...	...	12	18	72	17	10
Nizam's State	...	...	...	...	4	12	48	...	†3
Rohilkund and Kumaon	...	...	1	...	9	12	48	6	7
South Indian	13	...	3	...	45	42	96	9	8
Total	27	51	4	1	288	267	996	282	152

* Includes 3 State Vehicles detailed against remark (†)
(a) Includes 162 Cold Storage Vans and 23 Insulated Fruit Vans.
(b) Includes 1 six-wheeler.
(c) Includes 32 six-wheelers.
(d) Includes one six-wheeled Bogie and 3 Bogie Parcel Vans provided with insulation in one comptt. of each.
(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.
(f) Includes 3 combined Motor and Parcel Vans.
† State Stock for private use.
(o) Includes B. D. Ry. stock taken over.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1911*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—concld.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Brake vans used exclusively on passenger service.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.					
No.	No.			No.	Berths.	
58	59	60	61	62	63	64
						5′ 6″ Gauge.
..	..	223	1,065	185	(g) 124	Bengal Nagpur.
35	1	202	979	20	40	Bombay, Baroda and Central India.
..	12	333	1,061	66	(h) 122	Eastern Bengal.
..	70	453	3,003	(n)572	262	East Indian.
13	12	438	1,714	178	281	Great Indian Peninsula.
..	32	175	777	88	270	Madras and Southern Mahratta.
..	..	52	‡182	12	22	Nizam's State.
..	86	820	3,208	257	453	North Western.
..	..	96	415	33	45	South Indian.
48	213	2,792	12,404	1,411	1,619	Total.
						3′ 3¾″ Gauge.
..	..	150	793	115	317	Assam Bengal.
1	(j)162	86	1,476	(k)120	48	Bengal and North Western.
32	3	159	1,438	28	46	Bombay, Baroda and Central India.
..	19	312	1,077	103	(h) 129	Eastern Bengal. (o)
4	11	27	325	51	117	Jodhpur.
..	..	107	813	95	132	Madras and Southern Mahratta.
11	..	57	313	14	37	Mysore State.
..	13	19	(i)162	(m)23	15	Nizam's State.
..	..	35	276	(l)13	17	Rohilkund and Kumaon.
..	..	120	1,297	53	77	South Indian.
48	208	1,072	7,970	615	935	Total.

‡ Includes 17 units of State Stock for private use.
(g) Excludes 16 chairs.
(h) Excluding those of one Inspection Car and one electric charging van.
(i) Includes 8 units of State Stock for private use.
(j) Includes 122 six-wheelers.
(k) Includes 29 six-wheelers and 5 bogies.
(l) Includes 5 six-wheelers.
(m) Includes 14 workmen's train Carriages, not intended for traffic purposes.
(n) Includes 1 six-wheeled Reserved & 1 six-wheeled Bogie Reserved.

10.—*Statement of Rolling Stock in service on Class I Railways*

C.—Goods

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal Nagpur .	..	7,722	..	..	164,965	..	12,605	..	..	277,211	..	34
Bombay, Baroda & Central India.	314	5,803	..	..	133,004	17	2,080	..	..	46,049	..	..
Eastern Bengal .	931	6,318	..	2	145,950	..	147	..	2	3,301	209	483
East Indian .	2	30,935	6	2	619,334	..	17,251	12	14	363,531	..	386
Great Indian Peninsula.	2,078	9,106	..	1,076	269,751	462	2,645	..	215	72,637	379	185
Madras & Southern Mahratta.	281	4,037	..	..	94,301	3	990	..	73	25,616	..	330
Nizam'sState .	..	(*a*) 969	..	..	20,857	..	(*b*)1,194	..	..	24,384	..	(*h*) 161
North Western .	355	22,742	187	111	506,302	18	2,863	13	87	65,803	10	1,562
South Indian .	..	1,507	..	..	33,137	..	614	..	..	13,604	..	..
Total .	3,961	89,139	193	1,191	1,987,601	500	40,299	25	391	892,136	598	3,141

	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ Gauge												
Assam Bengal .	355	3,936	100	..	48,946	2	..	40	..	820	..	..
Bengal & Nagpur Western.	3,817	5,897	955	..	123,053	..	..	..	..	..	422	948
Bombay, Baroda & Central India.	60	5,732	308	95	78,237	187	128	462	14	12,329	..	383
Eastern Bengol (*g*)	652	2,723	346	1,107	77,844	..	10	2	10	464	153	147
Jodhpur . .	..	1,516	490	300	27,700	..	..	..	..	..	..	92
Madras & Southern Mahratta.	200	2,986	1,797	40	73,262	..	699	65	43	12,734	4	..
Mysore State	2	575	300	31	14,249	..	192	136	46	5,939	..	9
Nizam'tate	..	(*d*) 967	..	..	12,378	..	*33	..	..	373	..	‡230
Rohilkund and Kumaon.	303	1,278	874	..	34,098	..	..	30	..	540	2	255
South Indian .	346	1,237	1,893	45	55,738	40	346	176	350	15,440	..	..
Total .	5,735	26,847	7,063	1,618	545,505	229	1,408	911	463	48,639	581	2,064

* 3 of these have been coupled to goods brake vans.
(*a*) One of these is being used as coaching vehicle.
(*b*) Includes 3 high-sided open wagons stencilled as coaching vehicles.
‡ Includes 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.
(*d*) Includes 16 wagons used as temporary coaching vehicles.
(*g*) Includes B. D. Ry. stock taken over.
(*h*) Includes 12 wagons suitable for carrying motor cars.

on the 31st March 1941—Broad and Metre gauges—contd.

Stock.

columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
..	..	666	28	10	239	584	30	169	1,123	22,544	460	395	79	16	B. N.
§36	224	10,578	1,112	12	73	..	30	133	1	9,835	193	511	16	(*k*)18	B. B. & C. I.
7	..	14,917	..	4	9	97	106	89	103	8,507	107	115	29	5	E. B.
..	..	8,147	101	34	9	506	25	623	362	50,268	988	1,287	124	37	E. I.
..	..	9,615	1,439	32	179	70	84	195	29	18,174	492	537	87	(*e*) 20	G. I. P.
..	..	6,991	3	29	99	9	56	130	7	6,047	130	104	31	(*l*) 17	M. & S. M.
..	..	3,472	...	..	10	..	..	..	..	2,244	42	163	5	††14	N. S.
..	142	41,015	2	48	..	439	127	448	†413	29,567	437	407	97	(*j*) 20	N. W.
..	..	..	..	16	101	12	29	6	4	2,289	78	177	7	1	S. I.
43	366	95,401	2,685	185	719	1,717	487	1,793	2,042	149,475	2,927	3,696	475	148	Total

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3⅜″ GAUGE.
..	..	..	12	1	..	185	180	113	169	5,093	1	596	19	(*j*) 4	A. B.
28	..	15,547	..	..	277	100	4	174	1	12,623	130	35	47	1	B. & N. W.
210	..	8,716	930	25	4	275	6	36	24	8,879	173	634	48	(*j*) 5	B. B. & C. I.
133	107	8,536	..	8	98	171	11	55	11	5,744	95	129	46	..	E. B.
70	223	6,720	35	3	..	..	10	26	..	2,765	50	96	2	10	Jodhpur.
136	45	3,777	117	11	118	21	26	66	172	6,546	237	105	34	(*m*) 1	M. & S. M.
..	4	290	42	3	52	29	6	26	..	1,453	36	2	22	(*c*) 6	Mysore State.
..	2	2,793	..	..	20	..	1	9	(*i*)40	1,302	45	97	6	..	N. S.
..	..	2,962	..	2	59	50	..	..	7	2,860	66	73	26	(*f*) 2	R. & K.
5	8	271	..	16	..	125	26	97	13	4,723	221	1,405	20	1	S. I.
582	389	49,612	1,136	69	628	956	270	602	437	51,988	1,054	3,172	270	30	Total.

§ Includes one six-wheeler. + Includes 407 sugar cane and fire-wood trucks. (*c*) 5 Buses and 1 lorry.
†† Includes 3 motor cycles with side cars. (*l*) Includes 3 internal combustion rail-motor wagons. (*m*) Motor van for parcel & goods.
(*e*) Includes 17 motor cars and motor vans used for departmental purposes. (*f*) Includes 1 motor lorry employed on deptl. service.
(*i*) Sugar cane trucks. (*j*) These are all employed for departmental use. (*k*) Includes 9 used for departmental purposes.

10.— *Statement of Rolling Stock in service on Class I Railways on the 31st March 1941*—concld.

COACHING STOCK—(*Narrow gauge*).

Note.—The term 'in units' occurring in certain columns of this Statement indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
	No. (in units).	SEATS BY CLASSES.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ and 2′ 0″ GAUGES.									
Bengal Nagpur	317	83	509	927	8,957	30	347	23	..
Bombay, Baroda and Central India	74	(a)	176	(a)	3,101	—	74	—	..
Eastern Bengal	56	66	30	110	1,396	—	56	..	..
Great Indian Peninsula	48	66	..	..	1,856	2	50	3	..
Mysore State	32	(a)	48	(a)	1,152	1	33	2	..
North Western	282	358	580	869	9,304	60	342	10	..
South Indian	34	—	40	—	783	..	34	1	..
TOTAL	843	573	1,383	1,906	26,549	93	936	39	..

GOODS STOCK—(*Narrow gauge*).

Railway.	GOODS WAGONS (INCLUDING SPECIAL WAGONS AND BRAKE-VANS).		Railway service wagons. (In units).	REMARKS.
	Number (In units).	Total capacity (in tons).		
1	2	3	4	5
2′ 6″ AND 2′ 0″ GAUGES.				
Bengal Nagpur	*1,955	**30,368	16	
Bombay, Baroda and Central India	‖338	¶4,190	1	
Eastern Bengal	†30	††151	—	
Great Indian Peninsula	‡204	‡‡3,208	30	
Mysore State	(e) 134	(d) 1,191	13	
North Western	§840	§§11,499	66	
South Indian	78	765	(b)1	
TOTAL	3,579	51,372	127	

* Includes 272 special wagons.
† Includes 5 special wagons.
‡ Includes 3 special wagons.
§ Includes 142 special wagons.
‖ Includes 18 special wagons.
¶ Includes 68 tons carrying capacity of 18 special wagons.
** Includes 2,954 tons carrying capacity of 272 special wagons.
†† Includes 20 tons carrying capacity of 5 special wagons.
‡‡ Includes 18 tons carrying capacity of 3 special wagons.
§§ Includes 1,058 tons carrying capacity of 142 special wagons.
(a) Included in column 4.
(b) Motor Inspection Trolly.
(d) Includes 6 tons carrying capacity of 2 special wagons.
(e) Includes 2 special wagons.

11—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR 1940-41.

11.—*Statement of net additions to, or reductions in*

Note 1.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at

Note 2.—The term 'in units' occurring in certain columns of this statement indicates that the figures in these columns have been

Railway.	Locomotives.			Rail Cars (Steam Propelled).		Rail Cars (Internal Combustion Engine Propelled).		Electric motor coaches.		Coaching vehi used exclusively	
	Steam.	Electric.									Pas
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	Ist.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ GAUGE.											
Bengal Nagpur	..	..	55,283	..	..	..	..	..	..	27	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	—11	—39
Eastern Bengal	..	..	..	..	..	..	..	..	..	5	15
East Indian	23	..	512,842	..	..	..	..	..	..	—25	—66
Great Indian Peninsula	—2	..	—37,641	..	..	..	..	..	..	—17	—135
Madras and Southern Mahratta	—6	..	—109,794	..	..	..	..	..	..	5	..
Nizam's State	..	..	..	..	..	..	..	..	..	—4	—24
North Western	—24	—2	—647,050	..	..	11	1,111	..	..	16	261
South Indian	—1	..	—5,360	..	..	..	..	..	..	—7	—22
Total	—10	—2	—231,720	..	..	11	1,111	..	..	—11	—10
3′ 3⅜″ GAUGE.											
Assam-Bengal	..	..	9,387	..	..	..	..	..	..	21	..
Bengal and North Western	6	..	98,952	..	..	..	..	..	..	—47	—2
Bombay, Baroda and Central India	4	..	24,556	..	..	..	..	..	..	—11	..
Eastern Bengal *	18	..	211,658	..	..	..	..	..	..	47	125
Jodhpur	..	..	3,338	..	..	..	..	..	..	..	—7
Madras and Southern Mahratta	..	..	20,981	..	..	..	..	..	..	—13	—16
Mysore State	..	..	—3,712	..	..	..	..	..	..	—1	..
Nizam's State	..	..	..	..	..	..	..	..	..	—4	6
Rohilkund and Kumaon	..	..	6,211	..	..	..	..	..	..	..	..
South Indian	—19	..	—168,671	..	..	..	..	..	..	—186	—163
Total	9	..	202,700	..	..	..	..	..	..	—144	—57
2′ 6″ & 2′ 0″ GAUGES.											
Bengal Nagpur	..	..	71,639	..	..	..	..	..	..	—12	—216
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
Mysore State	..	..	2,560	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	..	..	74,199	..	..	..	..	..	..	—12	—216

*Includes B. D. Ry. stock taken over.

Rolling Stock on Class I Railways during the year 1940-41—(By gauges).

the instance of the railways.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages, Inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages, Seats.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).	Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).					
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
75	272	2,253	5	—94	—1,729	329	6,151	..	—1	129	..	Bengal Nagpur.
86	..	—848	13	72	1,769	—9	—193	125	..	—7	1	Bombay, Baroda and Central India.
12	—423	1,167	3	78	1,238	12	580	9	..	—1	..	Eastern Bengal.
—32	—57	—1,227	1	137	3,010	—78	—1,243	51	204	29	1	East Indian.
—63	18	—1,559	—6	—20	—335	—90	—1,905	—5	1	—64	—2	Great Indian Peninsula.
240	192	96	—1	169	2,152	—5	—184	—2	1	4	15	Madras and Southern Mahratta.
—100	..	—120	21	—5	—105	28	605	4	..	..	..	Nizam's State.
623	117	—946	—9	—199	—14,811	247	4,243	75	—2	1	..	North Western.
—44	..	—332	—14	..	37	..	38	10	2	1	—1	South Indian.
797	119	—1,516	13	138	—8,774	434	8,092	267	205	92	14	Total.
												3′ 3½″ GAUGE.
..	100	1,713	9	—25	—242	—8	—80	—5	..	..	2	Assam-Bengal.
7	234	—2,795	20	..	..	—1	—10	..	27	..	..	Bengal and North Western.
..	319	—1,006	..	147	—1,208	—25	—232	—20	..	5	1	Bombay, Baroda and Central India.
121	412	1,672	4	352	6,582	43	463	49	8	11	..	Eastern Bengal*
4	11	—46	1	..	—88	..	22	..	4	1	3	Jodhpur.
—12	192	—54	..	—5	—78	..	..	4	1	1	1	Madras and Southern Mahratta
..	..	—4	..	—2	723	—1	220	6	..	..	..	Mysore State.
—50	..	66	..	..	..	—7	—86	12	..	3	..	Nizam's State.
..	..	—340	..	..	..	..	..	10	..	..	1	Rohilkund and Kumaon.
—226	—27	—6,037	—2	—5	—95	1	22	—2	1	1	—2	South Indian.
—256	1,241	—6,831	32	462	5,594	2	319	54	41	22	6	Total.
												2′ 6″ & 2′ 0″ GAUGES.
63	159	—169	4	..	..	..	..	—31	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	2	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	5	20	3	30	1	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	..	..	..	Mysore State.
..	..	—39	..	..	6	..	3	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
63	159	—208	4	5	26	3	33	—28	..	..	..	Total.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur	*1939-40*	*18,1*	*85,3*	*1,525,2*	*15,479,1*	*17,107,7*	*561,5*	*20,3*	*96,0*
	1940-41	19,2	87,5	1,534,3	16,368,3	18,009,3	569,6	21,9	98,1
Bombay, Baroda and Central India	*1939-40*	*34,0*	*1,338,0*	*63,3*	*63,245,1*	*64,680,9*	*3,281,5*	*39,6*	*1,395,7*
	1940-41	36,1	1,429,8	73,5	66,899,1	68,438,5	3,750,4	44,1	1,483,0
Eastern-Bengal	*1939-40*	*39,4*	*252,5*	*2,409,7*	*30,306,2*	*33,007,8*	*1,375,8*	*44,9*	*272,1*
	1940-41	35,8	268,0	2,437,0	32,427,3	35,168,1	1,238,7	41,6	293,9
East Indian	*1939-40*	*54,9*	*335,6*	*3,459,1*	*56,168,1*	*60,017,7*	*2,480,9*	*62,2*	*364,3*
	1940-41	57,2	348,5	3,603,1	60,713,1	64,721,9	2,618,7	66,9	383,0
Great Indian Peninsula	*1939-40*	*46,7*	*684,2*	*117,8*	*53,986,6*	*54,835,3*	*1,788,5*	*57,5*	*725,5*
	1940-41	50,3	717,3	130,2	58,460,1	59,357,9	2,109,1	68,1	772,6
Madras and Southern Mahratta	*1939-40*	*7,6*	*109,4*	*347,0*	*16,502,0*	*16,966,0*	*2,374,7*	*13,6*	*133,4*
	1940-41	9,3	97,3	407,2	16,666,6	17,180,4	977,2	17,7	127,5
Nizam's State	*1939-40*	*4,7*	*29,3*	*2,1*	*3,281,0*	*3,317,1*	*252,3*	*7,1*	*38,4*
	1940-41	4,0	22,0	2,8	3,116,5	3,145,3	297,9	7,7	33,8
North-Western	*1939-40*	*40,3*	*263,0*	*1,560,7*	*63,727,2*	*65,591,2*	*1,020,9*	*47,7*	*289,0*
	1940-41	54,9	306,4	1,870,3	77,369,2	79,600,8	1,111,3	67,1	340,3
South Indian	*1939-40*	*4,7*	*75,6*	*Nil*	*11,738,7*	*11,819,0*	*870,6*	*8,0*	*100,7*
	1940-41	5,2	73,9	Nil	12,578,1	12,657,2	586,4	7,8	86,9
TOTAL 5' 6" GAUGE	*1939-40*	*250,4*	*3,172,9*	*9,485,4*	*314,434,0*	*327,342,7*	*14,006,7*	*300,9*	*3,415,1*
	1940-41	272,0	3,350,7	10,058,4	344,598,3	358,279,4	13,259,3	342,9	3,619,1
2' 3½" GAUGE.									
Assam Bengal	*1939-40*	*32,8*	*9*	*381,1*	*14,161,2*	*14,576,0*	*304,1*	*37,0*	*1,0*
	1940-41	33,0	9	418,2	15,540,5	15,992,6	276,6	37,6	1,0
Bengal and North Western	*1939-40*	*9,8*	*88,1*	*723,8*	*28,847,3*	*29,669,0*	*1,090,0*	*10,5*	*92,0*
	1940-41	9,8	85,3	860,0	31,483,9	32,439,0	1,185,0	10,6	90,0
Bombay, Baroda and Central India.	*1939-40*	*8,1*	*85,8*	*24,1*	*21,011,6*	*21,129,6*	*3,613,7*	*13,8*	*124,7*
	1940 41	8,0	84,4	28,8	24,237,1	24,358,3	4,127,3	15,5	128,5

Class I Railways for the years 1939-40 and 1940-41.

of Electric Multiple Unit suburban trains.)

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,548,4	*16,904,5*	*17,669,2*	*20,594,2*	*4,349*	*17,623*	*65,959*	*778,752*	*867,183*	Bengal Nagpur.
1,558,1	16,900,8	18,578,9	22,208,5	5,702	17,814	64,622	801,670	889,808	
71.4	*66,455,7*	*67,962,4*	*93,466,2*	*9,211*	*38,090*	*24,220*	*1,242,476*	*1,313,997*	Bombay, Baroda and Central India.
80,9	70,580,9	72,188.9	101,545,5	10,421	41,190	25,506	1,304,629	1,381,746	
2,487,2	*31,579,4*	*34,383.6*	*48,326,0*	*3,919*	*12,626*	*53,936*	*721,990*	*792,471*	Eastern Bengal.
2,596,1	33,475,2	36,406,8	51,279,8	4,243	13,394	55,685	731,633	804,955	
3,538,0	*58,534,1*	*62,498,6*	*62,498,6*	*13,939*	*52,059*	*201,597*	*3,184,853*	*3,452,448*	East Indian.
3,692,5	63,198,2	67,340,6	67,340,6	17,329	58,635	211,369	3,357,322	3,644,655	
175,0	*55,665,8*	*56,623,8*	*57,676,3*	*14,429*	*47,956*	*31,802*	*1,867,631*	*1,961,818*	Great Indian Peninsula.
188,7	60,437,6	61,467,0	62,907,5	18,942	57,858	38,678	2,006,593	2,122.071	
363,9	*18,829,8*	*19,340,7*	*32,202,2*	*3,544*	*15,080*	*19,254*	*591,997*	*629,875*	Madras and Southern Mahratta.
431,3	17,581,1	18,157,6	33,167,4	5,000	17,103	20,204	581,119	623,426	
4,4	*3,519,5*	*3,569,4*	*8,882,8*	*871*	*4,367*	*695*	*173,750*	*179,683*	Nizam's State.
5,8	3,395,9	3,443,2	8,898,9	1,109	4,918	865	174,471	181,363	
1,599,3	*64,676,1*	*66,612,1*	*67,245,9*	*12,060*	*45,542*	*104,719*	*2,719,716*	*2,882,037*	North Western.
1,913,1	78,391,6	80,712,1	81,318,9	18,119	55,789	116,734	3,187,802	3,378,444	
Nil	*12,580,9*	*12,689,6*	*56,113,5*	*1,104*	*7,325*	*Nil*	*285,173*	*293,602*	South Indian.
Nil	13,148,9	13,243,6	57,349,8	1,342	7,806	Nil	293,731	302,879	
9,787,6	*327,845,8*	*341,349,4*		*63,926*	*240,668*	*502,182*	*11,566.338*	*12,373,114*	TOTAL 5′ 6″ GAUGE.
10,466,5	357,110,2	371,538,7		82,207	274,507	533,663	12,438,970	13,329,347	
									3′ 3¾″ GAUGE.
395,3	*14,446,8*	*14,880,1*	*14,880,1*	*2,673*	*10*	*18.640*	*415.562*	*436,885*	Assam Bengal.
433,7	15,796,9	16,269,2	16,269,2	2,763	10	19.884	428.713	451,370	
740,5	*29,916,0*	*30,759,0*	*30,759,0*	*1,076*	*6,477*	*34,716*	*1,123,217*	*1,165,486*	Bengal and North Western.
876,9	32,646.5	33,624,0	33,624,0	1,148	6,904	38,950	1,241,040	1,288,042	
33,1	*24,576,7*	*24,748,3*	*	*1,529*	*10,953*	*1,521*	*975,705*	*989,708*	Bombay, Baroda and Central India.
39,0	28,302,6	28,485,6	*	1,932	11,941	1,923	1,049,746	1,065,542	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge.

12.—Statement of Passenger Revenue Statistics of

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passen	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—*concld.*									
Eastern Bengal	*1939-40*	*7,0*	*41,9*	*458,1*	*12,979,4*	*13,486,4*	*1,823,1*	*14,0*	*58,5*
	1940-41	6,4	39,4	487,8	13,543,2	14,076,8	1,572,1	12,5	53,3
Jodhpur	*1939-40*	*1,8*	*21,1*	*132,6*	*4,533,8*	*4,689,3*	*382,5*	*3,4*	*30,2*
	1940-41	1,9	21,8	147,0	4,986,4	5,157,1	444,9	4,5	32 6
Madras and Southern Mahratta.	*1939-40*	*3,0*	*55,8*	*253,4*	*14,736,8*	*15,051,0*	*2,417,6*	*5,9*	*69,6*
	1940-41	4,2	45,3	295,4	14,937,3	15,282,2	891,9	8,5	61,8
Mysore State	*1939-40*	*2,4*	*58,9*	*8,7*	*7,704,7*	*7,774,7*	*179,8*	*3,5*	*63,4*
	1940-41	3,5	56,8	9,8	8,015,0	8,085,1	167,7	5,3	62,9
Nizam's State	*1939-40*	*3,8*	*38,5*	*Nil*	*5,209,0*	*5,251,3*	*131,7*	*4,2*	*41,1*
	1940-41	2,9	27,4	Nil	5,365,7	5,396,0	134,9	3,6	30,9
Rohilkund and Kumaon	*1939-40*	*2,4*	*16,7*	*71,5*	*7,097,9*	*7,188,5*	*214,9*	*3,1*	*20,9*
	1940-41	2,8	18,5	81,5	8,086,4	8,189,2	261,5	3,8	22,9
South Indian	*1939-40*	*10,4*	*230,4*	*5,0*	*43,112,2*	*43,358,0*	*671,3*	*14,9*	*253,8*
	1940-41	11,7	259,4	4,9	43,646,4	43,922,4	579,6	17,6	274,0
TOTAL 3' 3½" GAUGE	*1939-40*	*81,5*	*638,1*	*2,063,3*	*159,393,9*	*162,176,8*	*10,833,7*	*110,3*	*755,2*
	1940-41	84,2	639,2	2,333,4	169,841,9	172,898,7	9,641,5	119,5	757,9
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	*1939 40*	*5*	*5,7*	*49,6*	*3,000,6*	*3,056,4*	*158,6*	*9*	*8,5*
	1940-41	6	6,2	54,9	3,689,5	3,751,2	160,0	1,2	9,4
Bombay, Baroda and Central India.	*1939-40*	*Nil*	*3,3*	*Nil*	*2,562,8*	*2,566,1*	*844,0*	*Nil*	*4 1*
	1940 41	Nil	3,4	Nil	2,976,7	2,980,1	1,023,5	Nil	3 9
Eastern Bengal	*1939-40*	*Nil*	*2,2*	*2,9*	*604,2*	*609,3*	*73,1*	*Nil*	*2,7*
	1940-41	Nil	2,8	3,8	687,7	694,3	80,3	1	3,2
Great Indian Peninsula	*1939-40*	*	*1.0*	*	*1,133,3*	*1,134,3*	*93,1*	*	*1,2*
	1940-41	*	8	*	1,571,0	1,571,8	136,7	*	1,1
Mysore State	*1939-40*	*Nil*	*1,6*	*Nil*	*904,7*	*906,3*	*20,8*	*Nil*	*1,6*
	1940-41	Nil	1,6	Nil	918,5	920,1	21,6	Nil	1,7
North Western	*1939-40*	*2,9*	*9,5*	*20,5*	*776,8*	*809,7*	*166,4*	*5 0*	*15,2*
	1940-41	4,0	9,5	22,0	750,2	785,7	166,6	7,1	15,8
South Indian	*1939-40*	*Nil*	*1,4*	*Nil*	*469,2*	*470,6*	*225,7*	*Nil*	*21,0*
	1940-41	Nil	1,0	Nil	468,8	469,8	6,1	Nil	1,3
TOTAL 2' 6" AND 2' 0" GAUGES	*1939-40*	*3.4*	*24,7*	*73,0*	*9,451,6*	*9,552,7*	*1,581,7*	*5,9*	*54,3*
	1940-41	4,6	25,3	80,7	11,062,4	11,173,0	1,594,8	8.4	36,4
TOTAL CLASS I RAILWAYS	*1939-40*	*335,3*	*3,335,7*	*11,621,7*	*483,279,5*	*499,072,2*	*26,422,1*	*417,1*	*4,224,6*
	1940-41	360,8	4,015,2	12,472,5	525,502,6	542,351,1	24,495,6	470,8	4,413,4

*Included in next column.

Class I Railways for the years 1939-40 and 1940-41—contd.

of Electric Multiple Unit Suburban trains.)

gers carried (in hundreds). (*a*)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3¼″ GAUGE—concld.
545,9	*14,691,1*	*15,309,5*	†	*1,405*	*3,565*	*17,853*	*494,693*	*517,516*	Eastern Bengal.
5 463	15,036,8	15,648,9	†	1,578	3,501	16,881	501,603	523,563	
138,7	*4,899,5*	*5,071,8*	*5,071,8*	*469*	*3,228*	*6,210*	*191,106*	*201,013*	Jodhpur.
154,2	5,410,7	5,602,9	5,602,0	789	3,801	6,593	207,275	218,458	
293,9	*17,102,2*	*17,471,6*	†	*923*	*6,985*	*9,865*	*398,105*	*415,878*	Madras and Southern Maharatta.
336,4	15,767,4	16,174,1	†	1,406	6,428	11,226	479,650	498,710	
13,1	*7,874,5*	*7,954,5*	*8,881,6*	*335*	*3,910*	*1,117*	*207,353*	*212,715*	Mysore State.
14,1	8,170,5	8,252,8	9,194,5	430	4,292	1,285	220,936	226,993	
Nil	*5,337,7*	*5,333,0*	†	*476*	*2,852*	*Nil*	*190,948*	*194,276*	Nizam's State.
Nil	5,496,4	5,530,9	†	517	2,872	Nil	197,748	201,137	
75,5	*7,303,9*	*7,403,4*	*7,403,4*	*344*	*2,131*	*3,376*	*187,282*	*193,133*	Rohilkund and Kumaon.
85,7	8,338,3	8,450,7	8,450,7	449	2,398	4,108	217,265	224,220	
5,0	*43,755,6*	*44,029,3*	†	*1,765*	*14,539*	*910*	*874,047*	*891,261*	South Indian.
5,0	44,205,4	44,502,0	†	2,094	15,068	912	848,108	866,182	
2,241,0	*169,994,0*	*173,010,5*		*10,595*	*54,650*	*94,268*	*5,058,018*	*5,217,871*	TOTAL 3′ 3¼″ GAUGE.
2,491,3	179,171,5	182,540,2		13,156	57,215	101,762	5,392,084	5,564,217	
									2′ 6″ AND 2′ 0″ GAUGES.
60,0	*3,145,6*	*3,215,0*	†	*40*	*444*	*1,953*	*82,267*	*84,704*	Bengal-Nagpur.
64,9	3,835,7	3,911,2	†	65	492	2,025	97,298	99,880	
Nil	*3,406,0*	*3,410,1*	†	*Nil*	*94*	*Nil*	*33,385*	*33,479*	Bombay, Baroda and Central India.
Nil	3,999,7	4,003,6	†	Nil	99	Nil	37,212	37,311	
3,8	*675,9*	*682,4*	†	Nil	*38*	*30*	*6,202*	*6,270*	Eastern Bengal.
4,6	766,7	774,6	†	1	46	62	7,528	7,637	
*	*1,226,2*	*1,227,4*	†	*	*34*	*	*20,614*	*20,648*	Great Indian Peninsula.
*	1,707,4	1,708,5	†	*	31	*	27,941	27,972	
Nil	*925,5*	*927,1*	‡	*Nil*	37	*Nil*	*16,153*	*16,190*	Mysore State.
Nil	940,9	941,7	‡	Nil	*42*	Nil	16,303	16,345	
27,2	*928,7*	*976,1*	†	*341*	*1,046*	*1,125*	*30,796*	*33,308*	North Western.
29,9	900,4	952,3	†	504	1,116	1,225	33,700	36,545	
Nil	*675,3*	*696,3*	†	*Nil*	*172*	*Nil*	*7,723*	*7,895*	South Indian.
Nil	474,6	475,9	†	Nil	110	Nil	6,993	7,103	
91,0	*10,983,2*	*11,134,4*		*381*	*1,865*	*3,108*	*197,140*	*202,494*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
98,5	12,624,5	12,767,8		570	1,936	3,312	226,975	232,793	
12,119,6	*508,733,0*	*525,494,3*	*514,001,6*	*75,302*	*297,183*	*599,498*	*16,821,496*	*17,793,479*	TOTAL CLASS I RAILWAYS.
13,056,3	548,906,2	566,846,7	559,157,3	95,933	333,658	638,737	18,058,029	19,126,357	

(*a*) See note (*a*) on page 93.

† Included under 5′ 6″ Gauge.
‡ Included under 3′ 3¼″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway. 21	Year. 22	Average number of miles* a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ GAUGE.						
Bengal Nagpur	*1939-40*	*238·7*	*183·6*	*42·6*	*48·7*	*49·1*
	1940-41	260·1	181·7	41·5	47·4	47·9
Bombay, Baroda and Central India	*1939-40*	*232·3*	*27·3*	*339·2*	*18·7*	*19·3*
	1940-41	236·4	27·8	315·2	18·5	19·1
Eastern Bengal	*1939-40*	*87·2*	*46·4*	*21·7*	*22·9*	*23·0*
	1940-41	102.0	45·6	21·4	21·9	22·1
East Indian	*1939-40*	*224·0*	*143·0*	*57·0*	*54·0*	*55·0*
	1940-41	259·0	153·0	57·0	53·0	54·0
Great Indian Peninsula	*1939-40*	*251·1*	*66·1*	*181·7*	*33·6*	*34·6*
	1940-41	278.1	74·9	205·0	33·2	34·5
Madras and Southern Mahratta	*1939-40*	*260·6*	*113·0*	*52·9*	*31·4*	*32·6*
	1940-41	282·5	134·1	46·8	33·1	34·3
Nizam's State	*1939-40*	*121·8*	*113·8*	*159·3*	*49·4*	*50·3*
	1940-41	144·4	145·3	148·5	51·4	52·7
North Western	*1939-40*	*252·7*	*157·6*	*65·5*	*42·1*	*43·3*
	1940-41	270·3	163·9	61·0	40·7	41·9
South Indian	*1939-40*	*137·6*	*72·7*	*Nil*	*22·7*	*23·1*
	1940-41	170·4	89·9	Nil	22·3	22·9
TOTAL 5′ 6″ GAUGE	*1939-40*	*212·4*	*70·5*	*51·3*	*35·3*	*36·3*
	1940-41	239·7	75·8	51·0	34·8	35·9
3′ 3½″ GAUGE.						
Assam Bengal	*1939-40*	*72·3*	*10·2*	*47·2*	*28·8*	*29·4*
	1940-41	73·5	9·67	45·8	27·1	27·7
Bengal and North Western	*1939-40*	*102·7*	*70·4*	*46·9*	*37·6*	*37·9*
	1940-41	108·6	76·7	44·4	38·0	38·3
Bombay, Baroda and Central India.	*1939-40*	*111·0*	*87·8*	*46·0*	*39·7*	*40·0*
	1940-41	124·3	92·9	49·3	37·1	37·4

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1939-40 and 1940-41—contd.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
4,35	*7,91*	*13,67*	*1,29,50*	*1,55,43*	*17·2*	*8·62*	*3·98*	*3·19*	*3·44*	Bengal-Nagpur.
5,10	8,39	13,95	1,38,50	1,65,94	17·2	9·04	4·14	3·32	3·58	
7,83	*16,58*	*5,54*	*1,92,37*	*2,22,32*	*16·3*	*8·36*	*4·39*	*2·97*	*3·25*	Bombay, Baroda and Central India.
8,76	18,72	6,16	2,09,90	2,43,54	16·1	8·72	4·64	3·09	3·38	
3,27	*6,32*	*9,31*	*1,11,95*	*1,30,85*	*16·0*	*9·61*	*3·31*	*2·98*	*3·17*	Eastern-Bengal.
3,79	7,22	10,33	1,19,05	1,40,39	17·1	10·4	3·56	3·12	3·35	
11,06	*20,11*	*38,15*	*4,55,44*	*5,24,76*	*15·2*	*7·41*	*3·63*	*2·74*	*2·91*	East Indian.
13,71	23,65	42,34	5,01,73	5,81,43	15·2	7·74	3·84	2·86	3·06	
14,43	*22,83*	*9,45*	*2,91,09*	*3,37,80*	*19·2*	*9·14*	*5·70*	*2·99*	*3·31*	Great Indian Peninsula.
17,10	26,78	11,50	3,30,51	3,85,89	17·3	8·89	5·71	3·16	3·49	
3,75	*7,08*	*5,42*	*1,08,15*	*1,24,40*	*20·3*	*9·01*	*5·40*	*3·51*	*3·79*	Madras and Southern Mahratta.
5,19	8,70	6,22	1,14,05	1,34,16	19·9	9·77	5·91	3·77	4·13	
87	*2,16*	*24*	*28,69*	*31,96*	*19·2*	*9·50*	*6·45*	*3·17*	*3·41*	Nizam's State.
1,14	2,45	31	31,62	35,52	19·7	9.55	6·93	3·48	3·76	
9,75	*19,61*	*24,41*	*3,99,96*	*4,53,73*	*15·5*	*8·27*	*4·48*	*2·82*	*3·02*	North Western.
14,59	25,13	29,22	4,84,09	5,53,03	15·5	8·65	4·81	2·92	3·14	
1,29	*3,83*	*Nil*	*49,80*	*54,92*	*20·0*	*9·25*	*Nil*	*3·23*	*3·45*	South Indian.
1,49	4,35	Nil	53,35	59,19	19·0	9·83	Nil	3·36	3·60	
56,60	*1,06,43*	*1,06,19*	*17,66,95*	*20,36,17*	*17·0*	*8·49*	*4·06*	*2·93*	*3·16*	Total 5′ 6″ gauge.
70,87	1,25,39	1,20,03	19,82,80	22,99,09	16·6	8·77	4·32	3·06	3·31	
										3′ 3½″ gauge.
2,38	*1*	*4,46*	*68,97*	*75,82*	*17·1*	*12·7*	*4·60*	*3·19*	*3·33*	Assam Bengal.
2,60	1	4,96	73,56	81,13	18·1	13·7	4·79	3·29	3·45	
66	*2,31*	*5,90*	*1,38,04*	*1,46,91*	*11·1*	*6·58*	*3·14*	*2·29*	*2·35*	Bengal and North Western.
73	2,50	6,90	1,56,30	1,66,43	11·4	6·70	3·30	2·36	2·42	
1,52	*5,89*	*35*	*1,61,48*	*1,69,24*	*19·1*	*10·3*	*4·48*	*3·18*	*3·28*	Bombay, Baroda and Central India.
1,96	6,84	45	1,82,12	1,91,37	19·5	11·0	4·47	3·33	3·45	

12.—*Statement of Passenger Revenue Statistics of* **Class I Railways**

(Includes also passenger revenue statistics

Railway. 21	Year. 22	* Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ gauge—*concld.*						
Eastern Bengal	*1939-40*	*100·1*	*60·9*	*32·7*	*33·7*	*33·8*
	1940-41	125·6	65·7	30·9	33·4	33·5
Jodhpur	*1939-40*	*139·8*	*106·8*	*44·8*	*39·0*	*39·6*
	1940-41	176·2	116·7	42·8	38·3	39·0
Madras and Southern Mahratta	*1939-40*	*156·4*	*100·4*	*33·6*	*23·3*	*23·8*
	1940-41	165·4	104·0	33·4	30·4	30·8
Mysore State	*1939-40*	*95·7*	*61·7*	*85·3*	*26·3*	*26·7*
	1940-41	90·6	68·2	91·1	27·0	27·5
Nizam's State	*1939-40*	*112·3*	*69·4*	*Nil*	*35·8*	*36·1*
	1940-41	142·3	93·1	Nil	36·0	36·4
Rohilkund and Kumaon	*1939-40*	*111·4*	*101·8*	*44·7*	*25·6*	*26·1*
	1940-41	118·0	104·9	47·9	26·1	26·5
South Indian	*1939-40*	*118·3*	*57·3*	*180·9*	*20·0*	*20·2*
	1940-41	119·1	55·0	183·0	19·2	19·5
Total 3′ 3⅜″ gauge	*1939-40*	*99·7*	*72·4*	*42·0*	*29·8*	*30·2*
	1940-41	110·1	75·5	40·8	30·1	30·5
2′ 6″ and 2′ 0″ gauges.						
Bengal-Nagpur	*1939-40*	*45·7*	*52·0*	*32·6*	*26·2*	*26·3*
	1940-41	55·5	52·1	31·2	25·4	25·5
Bombay, Baroda and Central India	*1939-40*	*Nil*	*23·2*	*Nil*	*9·80*	*9·82*
	1940-41	Nil	25·4	Nil	9·30	9·32
Eastern Bengal	*1939-40*	*7·65*	*14·2*	*7·85*	*9·18*	*9·19*
	1940-41	30·8	14·2	13·4	9·82	9·90
Great Indian Peninsula	*1939-40*	†	*28·0*	†	*16·8*	*16·8*
	1940-41	†	27·9	†	16·4	16·4
Mysore State	*1939-40*	*Nil*	*23·1*	*Nil*	*17·5*	*17·5*
	1940-41	Nil	24·7	Nil	17·3	17·4
North-Western	*1939-40*	*68·0*	*68·9*	*41·4*	*33·2*	*34·1*
	1940-41	71·0	70·4	42·3	37·4	38·4
South Indian	*1939-40*	*Nil*	*8·19*	*Nil*	*11·4*	*11·3*
	1940-41	Nil	82·3	Nil	14·7	14·9
Total 2′ 6″ and 2′ 0″ gauges	*1939-40*	*64·6*	*34·3*	*34·2*	*17·9*	*18·2*
	1940-41	67·9	53·2	33·6	18·0	18·2
Total Class I Railways	*1939-40*	*180·5*	*70·3*	*49·5*	*33·1*	*33·9*
	1940-41	203·8	75·6	48·9	32·9	33·7

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on

† Included in next column.

for the years 1939-40 and 1940-41—concld.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						3′ 3⅜″ gauge—*concld.*
1,17	*1,77*	*3,05*	*76,49*	*82,48*	*15·8*	*9·45*	*3·25*	*2·93*	*3·02*	Eastern Bengal.
1,41	1,88	3,10	81,59	87,98	17·0	10·2	3·43	3·08	3·18	
55	*1,97*	*1,62*	*37,45*	*41,59*	*22·5*	*11·7*	*4·99*	*3·76*	*3·97*	Jodhpur.
91	2,46	1,81	42,00	47,18	22·1	12·4	5·27	3·89	4·15	
92	*2,42*	*2,68*	*72,47*	*78,49*	*19·1*	*6·65*	*5·22*	*3·50*	*3·62*	Madras and Southern Mahratta.
1,31	2,70	3,16	78,69	85,86	17·9	8·06	5·40	3·15	3·31	
26	*1,30*	*34*	*28,20*	*30,10*	*14·9*	*6·40*	*5·80*	*2·60*	*2·70*	Mysore State.
37	1,45	37	30,10	32,29	14·8	6·50	5·50	2·60	2·70	
37	*1,12*	*Nil*	*27,86*	*29,35*	*15·0*	*7·52*	*Nil*	*2·80*	*2·90*	Nizam's State.
42	1,22	Nil	30,95	32,59	15·7	8·18	Nil	3·00	3·11	
24	*94*	*75*	*24,52*	*26,58*	*19·0*	*8·74*	*4·29*	*2·51*	*2·64*	Rohilkund and Kumaon.
44	1,10	91	29,35	31,80	19·0	8·77	4·27	2·59	2·72	
2,76	*6,63*	*37*	*1,39,16*	*1,48,92*	*21·5*	*8·75*	*7·79*	*3·02*	*3·15*	South Indian.
3,53	7,49	39	1,42,70	1,54,11	23·9	9·54	8·25	3·20	3·36	
10,93	*24,39*	*19,52*	*7,74,64*	*8,29,48*	*19·1*	*8·57*	*3·98*	*2·94*	*3·05*	Total 3′ 3⅜″ gauge.
13,68	27,65	22,05	8,47,36	9,10,74	20·0	9·28	4·16	3·02	3·14	
										2′ 6″ and 2′ 0″ gauges.
4	*21*	*41*	*11,15*	*11,81*	*17·7*	*9·02*	*4.07*	*2·60*	*2·68*	Bengal-Nagpur.
5	25	45	12,92	13,67	16·1	9·59	4·31	2·55	2·63	
Nil	*8*	*Nil*	*4,89*	*4,97*	*Nil*	*15·2*	*Nil*	*2·81*	*2·85*	Bombay, Baroda and Central India.
Nil	8	Nil	5,60	5,68	Nil	15·2	Nil	2·89	2·92	
Nil	*2*	*1*	*1,10*	*1,13*	*17·6*	*13·0*	*3·49*	*3·40*	*3·46*	Eastern Bengal.
Nil	3	1	1,27	1,31	17·1	12·4	3·38	3·25	3·30	
†	*2*	†	*2,68*	*2,70*	†	*12·9*	†	*2·50*	*2·51*	Great Indian Peninsula.
†	2	†	3,56	3,58	†	13·4	†	2·44	2·45	
Nil	*1*	*Nil*	*2,07*	*2,08*	*Nil*	*5·20*	*Nil*	*2·50*	*2·50*	Mysore State.
Nil	1	Nil	2,10	2,11	Nil	4·60	Nil	2·50	2·50	
64	*86*	*60*	*8,36*	*10,46*	*36.2*	*15·7*	*10·2*	*5·21*	*6·02*	North Western.
92	97	64	9,11	11,64	35·0	16·7	9·99	5·19	6·12	
Nil	*3*	*Nil*	*91*	*94*	*Nil*	*3·30*	*Nil*	*2·26*	*2·28*	South Indian.
Nil	1	Nil	83	84	Nil	1·15	Nil	2·28	2·26	
68	*1,23*	*1,02*	*31,16*	*34,09*	*34·3*	*12·7*	*6·30*	*3·03*	*3·23*	Total 2′ 6″ and 2′ 0″ gauges.
97	1,37	1,10	35,39	38,83	32·7	13·6	6·38	2·99	3·20	
68,21	*1,32,05*	*1,26,73*	*25,72,75*	*28,99,74*	*17·4*	*8·53*	*4·06*	*2·94*	*3·13*	Total Class I Railways.
85,52	1,54,41	1,43,18	28,65,55	32,48,66	17·1	8·89	4·30	3.05	3·26	

the same railway are considered as having made two or more separate journeys.

13.—*Statement of Goods Revenue Statistics of* **Class I Railways**

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1939-40*	*6,490*	*1,355*	*1,085*	*966*	*7,996*	*17,892*	*1,863*	*19,755*
	1940-41	6,901	1,299	1,107	728	8,494	18,529	1,705	20,234
Bombay, Baroda and Central India.	*1939-40*	..	..	*7*	*369*	*2,830*	*3,206*	*2,527*	*5,733*
	1940-41	*1*	..	15	353	2,698	3,067	2,598	5,665
Eastern Bengal	*1939-40*	*8*	..	*17*	*360*	*2,245*	*2,630*	*3,047*	*5,677*
	1940-41	6	..	8	237	2,121	2,372	3,291	5,663
East Indian	*1939-40*	*9,638*	*2,431*	*2,021*	*1,292*	*9,083*	*24,465*	*4,167*	*28,632*
	1940-41	9,195	2,952	1,966	1,254	9,976	25,343	4,164	29,507
Great Indian Peninsula	*1939-40*	*790*	..	*804*	*1,019*	*4,617*	*7,230*	*4,344*	*11,574*
	1940-41	779	..	746	1,067	4,678	7,270	4,762	12,032
Madras and Southern Mahratta.	*1939-40*	*32*	..	*2*	*489*	*1,409*	*1,932*	*2,672*	*4,604*
	1940-41	7	..	6	401	1,472	1,886	2,764	4,650
Nizam's State	*1939-40*	*573*	*459*	*234*	*192*	*422*	*1,885*	*572*	*2,457*
	1940-41	577	427	226	195	469	1,894	527	2,421
North-Western (Commercial).	*1939-40*	*46*	*1*	*14*	*1,905*	*5,723*	*7,689*	*4,636*	*12,325*
	1940-41	18	2	18	2,076	6,037	8,151	4,985	13,136
North-Western (Military)	*1939-40*	*83*	..	*2*	*219*	*1,345*	*1,649*	*1,129*	*2,778*
	1940-41	86	1	2	204	1,540	1,833	1,358	3,191
North-Western (Total)	*1939-40*	*129*	*1*	*16*	*2,124*	*7,068*	*9,338*	*3,645*	*12,983*
	1940-41	104	3	20	2,280	7,577	9,984	4,061	14,045
South Indian	*1939-40*	*31*	..	*11*	*233*	*1,332*	*1,607*	*744*	*2,351*
	1940-41	..	..	6	146	1,591	1,743	817	2,560
Total 5′ 6″ Gauge.	*1939-40*	*17,696*	*4,246*	*4,197*	*7,044*	*37,002*	*70,185*	*23,581*	*93,766*
	1940-41	17,570	4,681	4,109	6,661	39,076	72,088	24,689	96,777
3′ 3⅜″ Gauge.									
Assam Bengal	*1939-40*	*28*	..	*16*	*334*	*1,085*	*1,463*	*461*	*1,924*
	1940-41	31	1	20	195	1,098	1,345	522	1,867
Bengal and North-Western	*1939-40*	*4*	..	*48*	*547*	*2,762*	*3,361*	*1,476*	*4,837*
	1940-41	4	..	46	559	2,470	3,079	1,469	4,548
Bombay, Baroda and Central India.	*1939-40*	..	..	*6*	*307*	*1,410*	*1,723*	*2,656*	*4,379*
	1940-41	1	..	7	376	1,442	1,826	2,828	4,654

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only, on each railway system

for the years 1939-40 and 1940-41 (In thousands).

Tons carried (*a*).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(*a*) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
7,016	*1,533*	*1,085*	*1,084*	*9,037*	*19,755*	*20,245*	*14,017*	*474*	Bengal-Nagpur.
7,363	1,340	1,107	870	9,554	20,234	20,674	14,301	385	
1,047	*23*	*395*	*659*	*3,609*	*5,733*	*8,910*	*4,415*	*357*	Bombay, Baroda and Central India.
998	32	453	680	3,592	5,665	8,985	4,226	486	
1,371	*118*	*325*	*462*	*3,401*	*5,677*	*7,066*	*4,418*	*700*	Eastern Bengal.
1,562	121	361	333	3,286	5,663	7,110	4,448	728	
10,683	*2,700*	*2,021*	*2,000*	*11,228*	*28,632*	*28,632*	*20,328*	*1,233*	East Indian.
10,283	3,159	1,966	2,081	12,018	29,507	29,507	20,469	1,175	
2,216	*423*	*1,106*	*1,760*	*6,069*	*11,574*	*11,595*	*7,962*	*1,500*	Great Indian Peninsula.
2,468	418	1,116	1,682	6,348	12,032	12,064	8,387	1,509	
287	*441*	*553*	*884*	*2,439*	*4,604*	*6,640*	*3,212*	*710*	Madras and Southern Mahratta.
495	400	485	762	2,508	4,650	6,366	3,098	831	
595	*464*	*234*	*449*	*715*	*2,457*	*3,017*	*867*	*305*	Nizam's State.
588	427	226	428	752	2,421	3,011	835	323	
1,428	*1*	*1,061*	*2,419*	*7,416*	*12,325*	†	*10,012*	†	North-Western (Commercial).
1,548	2	1,197	2,474	7,915	13,136	†	10,881	†	
251	*1*	*143*	*362*	*2,016*	*2,773*	†	*1,439*	†	North-Western (Military).
270	1	141	355	2,424	3,191	†	1,585	†	
1,459	*2*	*1,063*	*2,397*	*8,062*	*12,983*	*13,139*	*11,451*	*125*	North-Western (Total).
1,605	3	1,199	2,469	8,769	14,045	14,187	12,466	121	
43	..	*261*	*453*	*1,594*	*2,351*	*5,263*	*1,680*	*158*	South Indian.
36	..	234	371	1,919	2,560	5,486	1,833	189	
24,717	*5,704*	*7,043*	*10,148*	*46,154*	*93,766*		*68,350*	*5,572*	Total 5′ 6″ Gauge.
25,398	5,900	7,147	9,676	48,656	96,777		70,063	5,797	
									3′ 3⅜″ Gauge.
132	*9*	*112*	*379*	*1,292*	*1,924*	*1,924*	*1,606*	*17*	Assam Bengal.
167	10	117	245	1,328	1,867	1,867	1,496	20	
334	..	*280*	*839*	*3,384*	*4,837*	*4,837*	*4,220*	*62*	Bengal and North-Western.
323	..	258	836	3,131	4,548	4,548	3,725	103	
334	*151*	*263*	*911*	*2,720*	*4,379*	*	*2,518*	*1,071*	Bombay, Baroda and Central India.
500	181	246	865	2,862	4,654	*	2,581	1,232	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not furnished.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*concld.*									
Eastern Bengal	*1939-40*	*1*	..	*12*	*259*	*1,135*	*1,407*	*1,426*	*2,833*
	1940-41	2	..	11	264	1,083	1,360	1,488	2,848
Jodhpur	*1939-40*	*1*	..	*5*	*175*	*879*	*1,060*	*571*	*1,631*
	1940-41	..	..	7	193	598	798	511	1,309
Madras and Southern Mahratta.	*1939-40*	*42*	..	*200*	*689*	*968*	*1,899*	*766*	*2,665*
	1940-41	3	..	156	479	870	1,508	717	2,225
Mysore State	*1939-40*	*1*	..	*1*	*160*	*515*	*677*	*331*	*1,008*
	1940-41	1	..	1	144	508	654	347	1,001
Nizam's State	*1939-40*	..	..	..	*190*	*347*	*537*	*284*	*821*
	1940-41	..	..	..	190	391	581	290	871
Rohilkund and Kumaon	*1939-40*	..	..	*72*	*143*	*1,232*	*1,447*	*181*	*1,628*
	1940-41	..	..	61	129	1,312	1,502	155	1,657
South Indian	*1939-40*	*65*	..	*20*	*736*	*2,107*	*2,928*	*546*	*3,474*
	1940-41	50	..	10	670	2,214	2,944	623	3,567
TOTAL 3′ 3⅜″ GAUGE	*1939-40*	*142*	..	*380*	*3,540*	*12,440*	*16,502*	*8,698*	*25,200*
	1940-41	92	1	319	3,199	11,986	15,597	8,950	24,547
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1939-40*	*43*	*2*	*59*	*116*	*637*	*857*	*138*	*995*
	1940-41	41	2	59	85	563	750	126	876
Bombay, Baroda and Central India.	*1939-40*	..	..	*1*	*20*	*195*	*216*	*77*	*293*
	1940-41	..	..	..	17	180	197	67	264
Eastern Bengal	*1939-40*	...	..	..	..	*4*	*4*	*1*	*5*
	1940-41	..	..	..	..	3	3	1	4
Great Indian Peninsula	*1939-40*	..	..	..	*14*	*60*	*74*	*61*	*135*
	1940-41	..	..	..	22	81	103	63	166
Mysore State	*1939-40*	..	..	..	*9*	*39*	*48*	*4*	*52*
	1940-41	..	..	..	7	42	49	4	53
North-Western (Commercial).	*1939-40*	*112*	..	*12*	*116*	*147*	*387*	*135*	*522*
	1940-41	115	..	9	67	136	327	133	460
North-Western (Military)	*1939-40*	..	..	*4*	*1*	*47*	*52*	*43*	*95*
	1940-41	..	1	3	1	77	82	60	142
North-Western (Total)	*1939-40*	*112*	..	*16*	*117*	*194*	*439*	*150*	*589*
	1940-41	115	1	12	68	213	409	163	572
South Indian	*1939-40*	..	..	..	*18*	*17*	*35*	*12*	*47*
	1940-41	..	..	..	21	14	35	11	46
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1939-40*	*155*	*2*	*76*	*294*	*1,146*	*1,673*	*443*	*2,116*
	1940-41	156	3	71	220	1,096	1,546	435	1,981
TOTAL CLASS I RAILWAYS	*1939-40*	*17,993*	*4,248*	*4,653*	*10,878*	*50,588*	*88,360*	*32,722*	*1,21,082*
	1940-41	17,818	4,685	4,490	10,080	52,158	89,231	34,074	1,23,305

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1939-40 and 1940-41 (In thousands)—contd.

Tons carried (*a*).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(*a*) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ Gauge—*concld.*
310	*95*	*150*	*410*	*1,868*	*2,833*	*	*1,517*	*625*	Eastern Bengal.
355	100	169	398	1,826	2,848	*	1,493	685	
17	*5*	*84*	*410*	*1,115*	*1,631*	*1,631*	*1,178*	*131*	Jodhpur.
14	3	98	341	853	1,309	1,309	795	177	
96	..	*200*	*931*	*1,438*	*2,665*	*	*1,681*	*178*	Madras and Southern Mahratta.
75	..	155	707	1,288	2,225	*	4,522	180	
45	..	*50*	*221*	*692*	*1,008*	*1,051*	*713*	*47*	Mysore State.
63	..	54	201	683	1,001	1,044	573	43	
59	..	*36*	*254*	*472*	*821*	*	*400*	*75*	Nizam's State.
71	..	35	252	513	871	*	422	80	
29	..	*72*	*149*	*1,378*	*1,628*	*1,628*	*1,262*	*2*	Rohilkund and Kumaon.
29	..	61	138	1,429	1,657	1,657	1,361	2	
72	..	*175*	*851*	*2,376*	*3,474*	*	*3,122*	*13*	South Indian.
79	..	155	769	2,564	3,567	*	3,132	19	
1,428	*260*	*1,422*	*5,355*	*16,735*	*25,200*		*18,217*	*2,221*	Total 3′ 3⅜″ Gauge.
1,676	294	1,348	4,752	16,477	24,547		20,100	2,541	
									2′ 6″ and 2′ 0″ Gauges.
66	*2*	*62*	*136*	*729*	*995*	*	*619*	*6*	Bengal-Nagpur.
62	2	63	99	650	876	*	558	6	
4	..	*1*	*45*	*243*	*293*	*	*113*	*6*	Bombay, Baroda and Central India.
4	..	1	37	222	264	*	129	7	
..	..	..	..	*5*	*5*	*	*2*	..	Eastern Bengal.
..	..	..	..	4	4	*	2	..	
12	..	..	*30*	*93*	*135*	*	*82*	..	Great Indian Peninsula.
16	..	..	32	118	166	*	86	..	
..	..	*1*	*9*	*42*	*52*	††	*35*	..	Mysore State.
..	..	1	7	45	53	††	19	..	
129	..	*12*	*133*	*248*	*522*	*	*241*	†	North-Western (Commercial).
134	..	9	90	227	460	*	220	†	
5	..	*7*	*5*	*78*	*95*	*	*65*	†	North-Western (Military)
7	1	5	7	122	142	*	85	†	
129	..	*16*	*137*	*307*	*589*	*	*306*	†	North-Western (Total)
136	1	12	96	327	572	*	305	†	
..	..	..	*19*	*28*	*47*	*	*18*	..	South Indian.
..	..	..	22	24	46	*	13	..	
211	*2*	*80*	*376*	*1,447*	*2,116*		*1,175*	*12*	Total 2′ 6″ & 2′ 0″ Gauges.
218	3	77	293	1,390	1,981		112	13	
26,356	*5,966*	*8,545*	*15,879*	*64,336*	*121,082*	*115,578*	*87,742*	*7,805*	Total Class I Railways.
27,292	6,197	8,572	14,721	66,523	123,305	117,812	91,275	8,351	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not furnished. †† Shown under 3′ 3⅜″ Gauge.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	†Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ Gauge.							
Bengal-Nagpur	*1939-40*	*1,035,118*	*441,875*	*215,373*	*225,230*	*1,663,545*	*3,581,141*
	1940-41	1,177,570	380,024	213,212	190,360	1,800,172	3,761,338
Bombay, Baroda and Central India.	*1939-40*	*286,341*	*4,413*	*113,622*	*130,474*	*618,760*	*1,152,610*
	1940-41	277,816	8,149	132,966	145,975	643,757	1,208,663
Eastern Bengal	*1939-40*	*90,752*	*19,469*	*44,695*	*47,673*	*382,444*	*585,033*
	1940-41	102,687	19,271	49,103	30,489	363,371	564,921
East Indian	*1939-40*	*2,661,385*	*1,410,408*	*542,167*	*591,915*	*1,716,114*	*6,921,989*
	1940-41	2,793,535	1,678,332	508,399	743,869	1,811,305	7,535,440
Great Indian Peninsula	*1939-40*	*675,683*	*178,204*	*284,530*	*536,393*	*1,326,166*	*3,000,976*
	1940-41	893,440	179,490	256,535	553,980	1,529,570	3,413,015
Madras and Southern Mahratta	*1939-40*	*58,519*	*252,648*	*142,272*	*156,698*	*443,465*	*1,053,602*
	1940-41	171,350	226,254	135,299	147,761	475,216	1,155,880
Nizam's State	*1939-40*	*108,382*	*54,986*	*21,889*	*78,132*	*105,315*	*368,704*
	1940-41	101,497	55,182	21,180	82,395	103,059	363,313
North-Western (Commercial)	*1939-40*	*307,609*	*23*	*399,883*	*559,401*	*1,292,017*	*2,558,933*
	1940-41	422,091	48	439,557	568,556	1,432,179	2,862,431
North-Western (Military)	*1939-40*	*25,284*	*8*	*20,914*	*22,571*	*162,237*	*231,014*
	1940-41	24,007	20	17,817	23,566	187,306	252,716
North-Western (Total).	*1939-40*	*332,893*	*31*	*420,797*	*581,972*	*1,454,254*	*2,789,947*
	1940-41	446,098	68	457,374	592,122	1,619,485	3,115,147
South Indian	*1939-40*	*4,746*	..	*47,166*	*50,028*	*166,440*	*268,380*
	1940-41	6,389	..	42,937	46,514	199,915	295,755
Total 5′ 6″ Gauge.	*1939-40*	*5,252,819*	*2,362,034*	*1,832,511*	*2,398,515*	*7,876,503*	*19,722,382*
	1940-41	5,970,382	2,546,770	1,817,005	2,533,465	8,545,850	21,413,47
3′ 3⅜″ Gauge.							
Assam-Bengal	*1939-40*	*15,656*	*2,133*	*18,496*	*49,384*	*214,782*	*300,451*
	1940-41	22,244	2,279	18,606	34,330	237,945	315,404
Bengal and North-Western	*1939-40*	*47,082*	*1*	*41,733*	*96,260*	*433,028*	*618,104*
	1940-41	44,381	3	37,317	106,947	432,478	621,126
Bombay, Baroda and Central India.	*1939-40*	*45,288*	*42,277*	*53,251*	*184,331*	*468,078*	*793,225*
	1940-41	97,465	55,687	53,584	177,085	527,027	910,848

† Includes Net ton miles of freight carried in Departmental Trains.

for the years 1939-40 and 1940-41 (In thousands)—contd.

* Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ Gauge.
149	*288*	*201*	*208*	*184*	*174*	*182*	Bengal-Nagpur.
162	284	196	219	189	181	187	
273	*195*	*288*	*198*	*178*	*271*	*206*	Bombay, Baroda and Central India.
278	258	293	215	190	278	218	
66	*166*	*138*	*103*	*112*	*74*	*103*	Eastern Bengal.
66	159	136	92	111	72	100	
249	*522*	*268*	*296*	*153*	*304*	*242*	East Indian.
272	531	259	357	151	333	256	
305	*422*	*257*	*305*	*219*	*324*	*261*	Great Indian Peninsula.
362	429	230	329	241	372	286	
204	*573*	*257*	*177*	*182*	*427*	*229*	Madras and Southern Mahratta.
346	566	279	194	189	444	249	
182	*119*	*94*	*174*	*147*	*154*	*150*	Nizam's State.
173	129	94	192	137	154	150	
216	*19*	*377*	*231*	*178*	*215*	*210*	North-Western (Commercial).
273	22	367	230	184	272	220	
101	*11*	*142*	*62*	*84*	*101*	*86*	North-Western (Military).
89	23	126	66	78	89	80	
228	*19*	*396*	*243*	*186*	*228*	*219*	North-Western (Total).
278	23	382	240	188	278	225	
111	..	*181*	*110*	*105*	*111*	*114*	South Indian.
177	..	183	126	104	177	116	
213	*414*	*260*	*236*	*171*	*250*	*210*	Total 5′ 6″ Gauge.
235	432	254	262	176	272	221	
							3′ 3⅜″ Gauge.
119	*223*	*166*	*130*	*166*	*126*	*156*	Assam-Bengal.
133	237	159	140	179	139	169	
141	*35*	*149*	*115*	*128*	*141*	*128*	Bengal and North-Western.
137	35	145	128	138	137	137	
136	*280*	*203*	*202*	*172*	*181*	*181*	Bombay, Baroda and Central India.
195	307	218	205	184	225	196	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	† Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ Gauge—*concld.*							
Eastern Bengal	*1939-40*	*39,519*	*11,496*	*15,861*	*43,400*	*205,012*	*315,288*
	1940-41	46,375	12,013	16,637	43,789	208,716	327,530
Jodhpur	*1939-40*	*3,286*	*388*	*19,744*	*76,254*	*117,117*	*216,789*
	1940-41	2,693	213	22,027	73,272	115,300	213,505
Madras and Southern Mahratta	*1939-40*	*10,905*	..	*84,127*	*166,138*	*218,309*	*479,479*
	1940-41	7,289	..	62,894	134,295	186,674	391,152
Mysore State	*1939-40*	*4,003*	..	*6,278*	*22,294*	*71,754*	*104,329*
	1940-41	7,518	16	6,602	18,286	70,406	102,828
Nizam's State	*1939-40*	*11,054*	..	*6,889*	*36,376*	*47,173*	*101,492*
	1940-41	13,228	..	6,375	36,850	46,620	103,073
Rohilkund and Kumaon	*1939-40*	*1,374*	..	*2,160*	*8,851*	*90,700*	*103,085*
	1940-41	1,417	..	2,273	9,198	104,971	117,859
South Indian	*1939-40*	*7,892*	..	*18,870*	*96,092*	*216,490*	*339,344*
	1940-41	18,154	..	17,732	102,173	236,612	374,671
Total 3′ 3⅜″ Gauge	*1939-40*	*186,059*	*56,295*	*267,409*	*779,380*	*2,082,443*	*3,371,586*
	1940-41	260,764	70,211	244,047	736,225	2,166,749	3,477,996
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	*1939-40*	*6,219*	*220*	*7,895*	*9,238*	*32,427*	*55,999*
	1940-41	5,534	271	6,884	6,697	32,738	52,124
Bombay, Baroda and Central India.	*1939-40*	*105*	..	*34*	*1,106*	*5,005*	*6,250*
	1940-41	95	..	20	936	4,556	5,607
Eastern Bengal	*1939-40*	..	..	..	*1*	*77*	*78*
	1940-41	..	..	..	1	67	68
Great Indian Peninsula	*1939-40*	*471*	..	..	*1,492*	*3,593*	*5,556*
	1940-41	562	..	..	1,535	4,184	6,281
Mysore State	*1939-40*	..	..	*9*	*642*	*1,899*	*2,550*
	1940-41	..	..	11	433	2,018	2,462
North Western (Commercial)	*1939-40*	*3,562*	..	*544*	*4,720*	*10,906*	*19,732*
	1940-41	3,636	..	508	3,617	10,252	18,013
North Western (Military)	*1939-40*	*321*	*1*	*525*	*366*	*4,462*	*5,675*
	1940-41	556	6	432	471	7,752	9,217
North Western (Total)	*1939-40*	*3,883*	*1*	*1,069*	*5,086*	*15,368*	*25,407*
	1940-41	4,192	6	940	4,088	18,004	27,230
South Indian	*1939-40*	..	..	..	*766*	*954*	*1,720*
	1940-41	..	..	..	828	738	1,566
Total 2′ 6″ & 2′ 0″ Gauges	*1939-40*	*10,678*	*221*	*9,007*	*18,331*	*59,323*	*97,560*
	1940-41	10,383	277	7,855	14,518	62,305	95,338
Total Class I Railways	*1939-40*	*5,449,556*	*2,418,550*	*2,108,927*	*3,196,226*	*10,018,269*	*23,191,528*
	1940-41	6,241,529	2,617,258	2,068,907	3,284,208	10,774,904	24,986,806

†Includes Net ton miles of freight carried in Departmental trains.

for the years 1939-40 and 1940-41 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							3′ 3⅜″ Gauge—*concld.*
127	*121*	*105*	*106*	*110*	*126*	*111*	Eastern Bengal.
131	120	99	110	114	128	115	
195	*73*	*235*	*186*	*105*	*166*	*133*	Jodhpur.
191	72	224	215	135	171	163	
114	..	*421*	*178*	*152*	*114*	*180*	Madras and Southern Mahratta.
97	..	406	190	145	97	176	
89	..	*124*	*101*	*104*	*89*	*103*	Mysore State.
119	51	122	91	103	120	103	
188	..	*193*	*144*	*100*	*188*	*124*	Nizam's State.
185	..	186	146	91	185	118	
47	..	*30*	*59*	*66*	*47*	*63*	Rohilkund and Kumaon.
49	..	37	66	74	49	71	
110	..	*108*	*113*	*91*	*110*	*98*	South Indian.
231	..	114	133	92	231	105	
130	*217*	*188*	*146*	*124*	*144*	*134*	Total 3′ 3⅜″ Gauge.
156	239	181	155	132	168	142	
							2′ 6″ and 2′ 0″ Gauges.
94	*132*	*127*	*68*	*45*	*95*	*56*	Bengal-Nagpur.
90	146	108	68	50	91	59	
26	..	*23*	*25*	*21*	*26*	*21*	Bombay, Baroda and Central India.
27	..	37	25	21	27	21	
..	..	..	*13*	*16*	..	*16*	Eastern Bengal.
..	..	..	13	16	..	16	
39	..	..	*50*	*39*	*39*	*41*	Great Indian Peninsula.
36	..	..	48	35	36	38	
..	..	*11*	*69*	*45*	..	*49*	Mysore State.
..	..	11	62	45	..	46	
28	..	*44*	*36*	*44*	*28*	*38*	North Western (Commercial).
27	..	57	40	46	27	40	
61	*10*	*82*	*77*	*60*	*60*	*62*	North Western (Military).
84	10	81	70	63	78	65	
30	*10*	*67*	*37*	*51*	*30*	*44*	North Western (Total).
31	10	77	42	56	31	48	
..	..	*24*	*40*	*34*	..	*36*	South Indian.
..	..	..	38	31	..	34	
51	*111*	*113*	*49*	*41*	*51*	*46*	Total 2′ 6″ and 2′ 0″ Gauges.
48	92	102	50	45	48	48	
207	*405*	*247*	*201*	*156*	*243*	*192*	Total Class I Railways.
229	422	241	223	162	265	203	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1939-40*	*1,95,61*	*56,20*	*28,33*	*1,10,33*	*4,75,91*	*8,66,38*
	1940-41	2,12,93	51,68	28,02	85,96	5,64,35	9,42,94
Bombay, Baroda and Central India.	*1939-40*	*38,32*	*58*	*10,65*	*58,70*	*3,48,99*	*4,57,24*
	1940-41	39,32	99	12,47	65,94	3,91,56	5,10,28
Eastern Bengal	*1939-40*	*20,43*	*2,99*	*6,77*	*19,44*	*1,71,11*	*2,20,74*
	1940-41	23,72	3,04	7,45	14,08	1,79,74	2,28,03
East Indian	*1939-40*	*4,48,88*	*1,70,66*	*69,94*	*1,68,92*	*6,45,44*	*15,03,84*
	1940-41	4,55,66	2,11,53	64,27	2,03,67	7,64,07	16,99,20
Great Indian Peninsula	*1939-40*	*95,39*	*19,80*	*29,29*	*1,98,93*	*5,80,35*	*9,23,76*
	1940-41	1,27,99	22,54	28,73	1,98,33	7,41,67	11,19,26
Madras and Southern Mahratta	*1939-40*	*10,92*	*26,46*	*19,27*	*59,64*	*1,97,52*	*3,13,81*
	1940-41	26,71	24,48	18,54	52,60	2,25,16	3,47,49
Nizam's State	*1939-40*	*24,09*	*12,02*	*2,74*	*30,86*	*52,61*	*1,22,32*
	1940-41	22,92	11,42	2,67	27,80	58,77	1,23,58
North Western (Commercial)	*1939-40*	*37,79*	..	*40,65*	*2,31,57*	*6,55,48*	*9,65,49*
	1940-41	51,71	1	49,46	2,41,43	7,32,64	10,75,25
North Western (Military)	*1939-40*	*3,19*	..	*2,15*	*8,94*	*68,28*	*82,56*
	1940-41	3,00	..	2,06	10,06	87,49	1,02,61
North Western (Total)	*1939-40*	*40,98*	..	*42,80*	*2,40,51*	*7,23,76*	*10,48,05*
	1940-41	54,71	1	51,52	2,51,49	8,20,13	11,77,86
South Indian	*1939-40*	*1,27*	..	*5,88*	*27,69*	*91,67*	*1,26,51*
	1940-41	1,40	..	5,50	24,44	1,17,06	1,48,40
TOTAL 5′ 6″ GAUGE	*1939-40*	*8,75,89*	*2,88,71*	*2,15,67*	*9,15,02*	*32,87,36*	*55,82,65*
	1940-41	9,65,36	3,25,69	2,19,17	9,24,31	38,62,51	62,97,04
3′ 3¾″ GAUGE.							
Assam-Bengal	*1939-40*	*3,28*	*28*	*2,44*	*21,17*	*90,73*	*1,17,90*
	1940-41	4,48	29	2,47	14,11	1,06,89	1,28,24
Bengal and North Western	*1939-40*	*10,75*	..	*5,71*	*47,97*	*1,45,99*	*2,10,42*
	1940-41	10,48	..	5,18	52,07	1,76,72	2,44,45
Bombay, Baroda and Central India	*1939-40*	*6,82*	*4,82*	*4,99*	*81,48*	*2,39,09*	*3,37,20*
	1940-41	12,76	6,57	5,02	74,80	3,05,74	4,04,89

f or the years 1939-40 and 1940-41 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ Gauge.
3·53	*2·44*	*2·52*	*9·38*	*5·43*	*3·21*	*4·59*	Bengal Nagpur.
3·41	2·61	2·52	8·04	5·96	3·21	4·76	
2·58	*2·32*	*1·80*	*8·64*	*10·8*	*2·58*	*7·61*	Bombay, Baroda and Central India.
2·72	2·33	1·80	8·67	11·7	2·71	8·10	
4·32	*2·95*	*2·91*	*7·83*	*8·59*	*4·08*	*7·24*	Eastern Bengal.
4·43	3·03	2·91	8·87	9·50	4·21	7·75	
3·23	*2·32*	*2·48*	*5·48*	*7·21*	*2·92*	*4·17*	East Indian.
3·13	2·42	2·43	5·26	8·09	2·86	4·32	
2·71	*2·13*	*1·98*	*7·12*	*8·40*	*2·59*	*5·91*	Great Indian Peninsula.
2·75	2·41	2·15	6·87	9·31	2·69	6·30	
3·58	*2·01*	*2·60*	*7·31*	*8·55*	*2·31*	*5·72*	Madras and Southern Mahratta.
2·99	2·08	2·63	6·83	9·10	2·47	5·77	
4·27	*4·20*	*2·40*	*7·58*	*9·59*	*4·24*	*6·37*	Nizam's State.
4·34	3·97	2·42	6·48	11·0	4·21	6·53	
2·36	*2·32*	*1·95*	*7·95*	*9·73*	*2·36*	*7·24*	North Western (Commercial).
2·35	2·38	2·16	8·15	9·82	2·35	7·21	
2·42	*2·27*	*1·97*	*7·61*	*8·05*	*2·42*	*6·84*	North Western (Military).
2·40	2·68	2·22	8·20	8·97	2·40	7·80	
2·36	*2·31*	*1·95*	*7·93*	*9·55*	*2·36*	*7·21*	North Western (Total).
2·36	2·47	2·16	8·16	9·72	2·36	7·26	
5·15	..	*2·40*	*10·6*	*9·71*	*5·15*	*8·51*	South Indian.
4·20	..	2·46	10·1	10·5	4·20	9·11	
3·20	*2·35*	*2·26*	*7·32*	*8·01*	*2·94*	*5·43*	Total 5′ 6″ Gauge.
3·10	2·46	2·32	7·01	8·68	2·91	5·65	
							3′ 3⅜″ Gauge.
4·02	*2·51*	*2·54*	*8·23*	*8·11*	*3·84*	*7·53*	Assam-Bengal.
3·87	2·47	2·55	7·89	8·63	3·74	7·81	
4·38	*2·38*	*2·63*	*9·57*	*6·47*	*4·38*	*6·54*	Bengal and North Western.
3·32	2·45	2·04	9·00	7·70	3·32	7·28	
2·91	*2·23*	*1·80*	*8·54*	*9·88*	*2·59*	*8·22*	Bombay, Baroda and Central India.
2·61	2·31	1·80	8·15	11·2	2·50	8·62	

13.—Statement of Goods Revenue Statistics of Class Railways

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
3′ 3⅜″ Gauge—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1939-40*	*8,90*	*1,77*	*2,39*	*18,05*	*1,02,41*	*1,33,52*
	1940-41	10,67	1,90	2,51	20,27	1,20,71	1,56,06
Jodhpur	*1939-40*	*41*	*4*	*2,13*	*32,20*	*50,99*	*85,77*
	1940-41	37	3	2,56	28,36	59,38	90,70
Madras and Southern Mahratta	*1939-40*	*2,96*	..	*10,77*	*87,99*	*1,14,02*	**2,25,19*
	1940-41	2,18	..	8,02	70,77	1,17,87	*2,05,65
Mysore State	*1939-40*	*99*	..	*67*	*9,93*	*32,68*	*44,27*
	1940-41	1,73	..	70	8,59	39,40	50,42
Nizam's State	*1939-40*	*2,13*	..	*88*	*16,26*	*31,33*	*50,60*
	1940-41	2,73	..	84	16,88	35,71	56,16
Rohilkund and Kumaon	*1939-40*	*25*	..	*27*	*6,95*	*35,89*	*43,36*
	1940-41	25	..	29	6,05	*46,92	53,51
South Indian	*1939-40*	*2,07*	..	*2,58*	*50,49*	*1,20,09*	*1,75,23*
	1940-41	4,63	..	2,32	50,66	1,46,14	2,03,75
Total, 3′ 3⅜″ Gauge	*1939-40*	*38,56*	*6,91*	*32,83*	*3,72,49*	*9,63,22*	**14,23,46*
	1940-41	50,28	8,79	29,91	3,42,56	11,55,48	*15,93,83
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	*1939-40*	*1,90*	*3*	*1,01*	*5,35*	*12,50*	*20,79*
	1940-41	1,74	4	88	3,94	14,40	21,00
Bombay, Baroda and Central India.	*1939-40*	*4*	..	..	*1,20*	*4,43*	*5,67*
	1940-41	4	..	..	1,07	4,71	5,82
Eastern Bengal	*1939-40*	..	..	..	..	*6*	*6*
	1940-41	..	..	..	..	6	6
Great Indian Peninsula	*1939-40*	*15*	..	..	*92*	*3,60*	*4,67*
	1940-41	18	..	..	1,03	4,40	5,61
Mysore State	*1939-40*	..	..	..	*31*	*1,23*	*1,54*
	1940-41	..	..	..	20	1,27	1,47
North Western (Commercial)	*1939-40*	*79*	..	*13*	*4,09*	*11,48*	*16,49*
	1940-41	82	..	14	3,07	12,69	16,72
North Western (Military)	*1939-40*	*6*	..	*10*	*25*	*2,96*	*3,37*
	1940-41	11	..	9	30	5,51	6,01
North Western (Total)	*1939-40*	*85*	..	*23*	*4,34*	*14,44*	*19,86*
	1940-41	93	..	23	3,37	18,20	22,73
South Indian	*1939-40*	..	..	..	*49*	*65*	*1,14*
	1940-41	..	..	..	48	73	1,21
Total 2′ 6″ & 2′ 0″ Gauges	*1939-40*	*2,94*	*3*	*1,24*	*12,61*	*36,91*	*53,73*
	1940-41	2,89	4	1,11	10,09	43,77	57,90
Total Class I Railways	*1939-40*	*9,17,39*	*2,95,65*	*2,49,74*	*13,00,12*	*42,87,49*	**70,59,84*
	1940-41	10,18,53	3,34,52	2,50,19	12,76,96	50,61,76	*79,48,77

	1939-40.	1940-41.
* Includes Mormugao Harbour earnings	9,45	6,81

for the years 1939-40 and 1940-41 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3½″ Gauge—*concld.*
4·15	*2·61*	*2·79*	*7 82*	*9·25*	*3·80*	*7·85*	Eastern Bengal.
4·23	2·70	2·82	8·79	10·9	3·92	8·94	
2·39	*2·28*	*2,07*	*8·11*	*8·36*	*2 38*	*7·60*	Jodhpur.
2·68	2·37	2,23	7·43	9·89	2·65	8·16	
5·21	..	*2·46*	*10·2*	*10·0*	*5·21*	*8·64*	Madras and Southern Mahratta.
5·74	..	2·45	10 1	12·1	5·74	9·76	
4·77	..	*2·04*	*8·55*	*8·75*	*4·27*	*8·15*	Mysore State.
4 42	2·65	2·04	9·02	10·7	4 41	9·41	
3·69	..	*2·46*	*8·58*	*12·7*	*3·69*	*9·57*	Nizam's State.
3·96	..	2 52	8·80	14·7	3·96	10·5	
3·44	..	*2·45*	*15 1*	*7·60*	*3·44*	*8·08*	Rohilkund and Kumaon.
3·46	..	2·45	12·6	8·58	3·46	8·72	
5·05	..	*2·63*	*11·3*	*10·4*	*5·05*	*9·78*	South Indian.
4·89	..	2.51	9 52	11·6	4·89	10·3	
3·98	*2·36*	*2·36*	*9 18*	*8·88*	*3·60*	*8·95*	Total 3′ 3½″ Gange.
3·70	2·40	2·35	8·93	10·2	3·43	8·80	
							2′ 6″ and 2′ 0″ Gauges.
5·86	*2·45*	*2·45*	*11·1*	*7·40*	*5·74*	*7·13*	Bengal Nagpur.
6·04	2·45	2·45	11·3	8·44	5·87	7·73	
7·92	..	*1·80*	*20·8*	*17·0*	*7·92*	*17·4*	Bombay, Baroda and Central India.
8·16	..	1·80	21·8	19·9	8·16	19·9	
..	..	..	*24·4*	*13·8*	..	*13·9*	Eastern Bengal.
..	..	..	19·9	17·8	..	17·8	
6·22	..	..	*11·8*	*19·2*	*6·22*	*16·1*	Great Indian Peninsula.
6·31	..	..	12·9	20·2	6·31	17·2	
..	..	*2·50*	*9·12*	*12·4*	..	*11·5*	Mysore State.
..	..	2·46	8 87	12·1	..	11·5	
4·26	..	*4·50*	*16·6*	*20·2*	*4·26*	*16·0*	North Western (Commercial).
4·34	..	5·38	16·3	23·8	4·34	17·8	
3·71	*4·11*	*3·81*	*12 8*	*12·7*	*3·71*	*11·4*	North Western (Militar).
3·84	3·18	4·07	12·2	13·7	3·83	12·5	
4·22	*4·11*	*4·17*	*16 4*	*18·0*	*4·22*	*15·0*	North Western (Total).
4·27	3·18	4·78	15·8	19·4	4·27	16·0	
..	..	*2·88*	*12·3*	*13·1*	..	*12·7*	South Indian.
..	..	..	11·1	19·0	..	14·9	
5·29	*2·61*	*2·64*	*13·2*	*11·9*	*5·23*	*10·6*	Total 2′ 6″ and 2′ 0″ Gauges.
5·34	2·77	2·71	13·3	13·5	5·28	11·7	
3·23	*2·35*	*2·27*	*7·81*	*8·22*	*2·96*	*5·84*	Total Class I Railways.
3·13	2·45	2·32	7·47	9·02	2·93	6·11	

14.—*Statement of Revenue Earnings and Expenses*

NOTE. I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Depreciа-

NOTE. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE. III.— Please see note under heading of Statement. No. 2 (*a*).

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1939-40*	*2,32,872*	*10,70,07*	*41,529*	*794·3*	*6·78*
	1940-41	2,34,912	11,72,12	45,571	874·0	7·34
Bombay, Baroda and Central India	*1939-40*	*2,20,855*	*7,41,06*	*58,833*	*1,124·9*	*7·69*
	1940-41	2,20,933	8,39,39	66,640	1,278·2	9·65
Eastern Bengal	*1939-40*	*2,61,539*	*4,03,49*	*44,823*	*857·3*	*5·07*
	1940-41	2,64,153	4,23,55	47,141	904·1	5·46
East Indian	*1939-40*	*3,41,400*	*21,55,46*	*47,663*	*911·6*	*6·23*
	1940-41	3,46,556	24,41,74	54,180	1,039·1	6·97
Great Indian Peninsula	*1939-40*	*3,19,778*	*14,15,27*	*40,979*	*784·0*	*6·32*
	1940-41	3,26,938	17,36,99	50,528	968·8	7·45
Madras and Southern Mahratta	*1939-40*	*1,82,101*	*4,81,16*	*41,582*	*795·3*	*6·67*
	1940-41	1,84,152	5,33,52	46,547	892·7	7·36
Nizam's State	*1939-40*	*1,12,581*	*1.67,49*	*24,341*	*465·5*	*8 15*
	1940-41	1,14,373	1,77,38	25,779	494·4	8·90
North Western (Commercial)	*1939-40*	*2,27,623*	*15,19,68*	*31,347*	*599·5*	*6·78*
	1940-41	2,27,114	17,60,69	35,949	689·4	7·59
North Western (Military)	*1939-40*	*1,96,952*	*1,33,71*	*9,468*	*181·1*	*4·82*
	1940-41	1,96,686	1,63,84	11,602	222·5	5·58
North Western (Total)	*1939-40*	*2,20,026*	*16,53,39*	*26,411*	*505·1*	*6·56*
	1940-41	2,19,588	19,24,53	30,500	584·9	7·37
South Indian	*1939-40*	*1,90,347*	*1,96,82*	*24,618*	*470·8*	*4·79*
	1940-41	1,95,093	2,24,69	28,339	543·5	5·38
TOTAL 5′ 6″ GAUGE	*1939-40*		*82,84,21*	*38,433*	*735·1*	*6·50*
	1940-41		94,73,91	43,966	843·2	7·27
3′ 3¾″ GAUGE.						
Assam-Bengal	*1939-40*	*1,96,261*	*2,13,35*	*15,501*	*296·5*	*4·27*
	1940-41	1,96,996	2,23,22	16,440	315·3	4·81
Bengal and North Western	*1939-40*	*1,07,325*	*3,62,90*	*15,975*	*306·0*	*4·00*
	1940-41	1,07,617	4,13,84	18,336	352·0	4·00
Bombay, Baroda and Central India	*1939-40*	‡	*5,34,92*	*26,415*	*505·4*	*5 73*
	1940-41	‡	6,29,30	31,075	595·7	6·52

* In the case of State-owned railways. † In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)] include figures relating to steam boat service.

‡ Included in 5′ 6″ Gauge.

of Class I Railways rated against selected units for the years 1939-40 and 1940-41.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R. & K., Jodhpur and N. S. tion Reserve Fund' instead.
Fund from 1936-37.

Total working expenses (in thousands of p es).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5' 6" GAUGE.
6,90,43	*511·4*	*4·36*	*3,79,64*	*14,792·4*	*2·41*	Bengal-Nagpur.
6,87,41	510·8	4·29	4,84,71	18,936·7	3·05	
4,26,05	*646·8*	*4·42*	*3,15,01*	*25,008·8*	*3·27*	Bombay, Baroda and Central India.
4,40,86	671·3	5·07	3,98,53	31,639·7	4·58	
3,87,06	*822·4*	*4·87*	*16,42*	*1,826·0*	*0·21*	Eastern Bengal.
3,33,48	711·8	4·30	90,07	10,023·1	1·16	
13,10,84	*554·3*	*3·79*	*8,44,62*	*13,683·5*	*2·44*	East Indian.
13,49,22	573·7	3·85	10,92,52	24,263·5	3·12	
9,06,83	*501·9*	*4·65*	*5,08,44*	*14,722·1*	*2·27*	Great Indian Peninsula.
9,30,56	519·4	3·99	8,06,43	23,458·6	3·46	
2,86,14	*473·0*	*3·97*	*1,95,02*	*16,853·6*	*2·70*	Madras and Southern Mahratta.
2,89,18	483·9	3·99	2,44,34	21,317·0	3·37	
72,75	*202·3*	*3·54*	*94,74*	*13,765·4*	*4·61*	Nizam's State.
74,23	206·9	3·72	1,03,15	14,990·7	5·18	
9,67,78	*381·8*	*4·32*	*5,51,90*	*11,384·0*	*2·46*	North Western (Commercial).
10,06,49	394·1	4·34	7,54,20	15,399·0	3·25	
1,70,98	*231·6*	*6·16*	*—37,27*	*—2,639·8*	*—1·34*	North Western (Military).
1,78,03	241·8	6·06	—14,19	—1,004·5	—0·48	
11,38,76	*347·9*	*4·52*	*5,14,63*	*8,220·5*	*2·04*	North Western (Total).
11,84,52	360·0	4·54	7,40,01	11,727·9	2·83	
1,14,74	*274·5*	*2·79*	*82,08*	*10,267·1*	*2·00*	South Indian.
1,15,75	280·0	2·77	1,08,94	13,739·9	2·61	
53,33,60	*473·1*	*4·18*	*29,50,61*	*13,696·7*	*2·32*	TOTAL 5' 6" GAUGE.
54,05,21	480·8	4·15	40,68,70	18,897·7	3·12	
						3' 3⅜" GAUGE.
1,68,26	*233·9*	*3·37*	*45,09*	*3,271·9*	*0·90*	Assam-Bengal.
1,65,52	228·7	3·49	57,70	4,516·0	1·32	
1,84,82	*155·0*	*2·00*	*1,78,08*	*7,815·0*	*2·00*	Bengal and North Western.
1,93,33	163·0	2·00	2,20,51	9,825·0	2·00	
3,05,82	*289·1*	*3·28*	*2,29,10*	*11,313·9*	*2·45*	Bombay, Baroda and Central India.
3,13,31	296·8	3·25	3,15,99	15,603·5	3·27	

but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

14.—Statement of Revenue Earnings and Expenses of Class I

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of "Appropriation to Depre-
NOTE II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve
NOTE III.—Please see note under heading of Statement No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3' 3⅜" GAUGE—*concld.*						
Eastern Bengal	*1939-40*	‡	*2,31,85*	*21,106*	(a)*403·7*	*4·43*
	1940-41	‡	2,63,86	24,193	464·0	5·04
Jodhpur	*1939-40*	*57,399*	*1,38,38*	*12,827*	*245·4*	*5·60*
	1940-41	56,491	1,50,76	13,533	259·5	6·12
Madras and Southern Maharatta	*1939-40*	‡	¶*3,20,55*	*17,127*	*327·6*	*4·16*
	1940-41	‡	¶3,10,45	16,716	320·6	4·40
Mysore State	*1939-40*	*89,525*	*79,06*	*13,180*	*252·1*	*3·30*
	1940-41	89,749	88,32	14,492	277·9	3·70
Nizam's State	*1939-40*	‡	*85,76*	*12,766*	*244·2*	*4·87*
	1940-41	‡	96,26	14,328	274·8	5·45
Rohilkund and Kumaon	*1939-40*	*83,510*	*76,93*	*13,666*	*263·0*	*4·00*
	1940-41	83,957	93,96	16,645	322·0	5·00
South Indian	*1939-40*	‡	*3,52,27*	*19,600*	*374·9*	*3·29*
	1940-41	‡	3,87,73	21,540	413·1	3·65
TOTAL 3' 3⅜" GAUGE	*1939-40*		*23,95,97*	*17,924*	*343·0*	*4·28*
	1940-41		26,57,70	19,865	380·9	4·82
2' 6" AND 2'-0" GAUGES.						
Bengal Nagpur	*1939-40*	‡	*34,39*	*3,712*	*77·0*	*1·71*
	1940-41	‡	36,90	3,983	76·4	1·83
Bombay, Baroda and Central India	*1939-40*	‡	*11,05*	*4,922*	*93·8*	*2·53*
	1940-41	‡	11,94	5,316	102·2	2·80
Eastern Bengal	*1939-40*	‡	*1,25*	*3,377*	*64·6*	*0·98*
	1940-41	‡	1,44	3,928	75·3	1·15
Great Indian Peninsula	*1939-40*	‡	*7,71*	*3,156*	*60·3*	*1·62*
	1940-41	‡	9,56	4,102	78·4	1·89
Mysore	*1939-40*	††	(b) *3,80*	*2,950*	*56·4*	*1·56*
	1940-41	††	(b) 3,73	2,896	55·5	1·61
North Western (Commercial)	*1939-40*	‡	*30,75*	*8,393*	*160·5*	*3·31*
	1940-41	‡	32,94	9,973	191·3	3·83
North Western (Military)	*1939-40*	‡	*5,65*	*1,853*	*35·4*	*2·70*
	1940-41	‡	9,44	3,004	57·6	3·43
North Western (Total)	*1939-40*	‡	*36,40*	(a)*5,423*	*103·7*	*3·20*
	1940-41	‡	42,38	6,575	126·1	3·73
South Indian	*1939-40*	‡	*2,17*	*2,196*	*42·0*	*1·29*
	1940-41	‡	2,13	2,154	41·3	1·45
TOTAL 2' 6" AND 2' 0" GAUGES	*1939-40*		*96,77*	*4,152*	*79·4*	*2·10*
	1940-41		1,08,08	4,714	90·3	2·35
TOTAL CLASS I RAILWAYS	*1939-40*	*2,22,205*	*1,07,76,95*	*28,981*	*554·3*	*5·73*
	1940-41	2,23,715	1,22,39,69	32,036	631·7	6·45

* In the case of State-owned railways. † In the case of other than State-owned
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service,
‡ Included in 5' 6" gauge
¶ Includes earnings & expenditure of Mormugao Harbour.
(*a*) Revised figures (*b*) Excludes earnings of Tadasa Hebbe Tramway.
†† Included in 3' 3⅜" Gauge.

Railways rated against selected units for the years 1939-40 and 1940-41—concld.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R. & K., Jodhpur and N. S. ciation Reserve Fund" instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3' 3⅜" GAUGE—*concld.*
1,64,77	*283·0*	*3·11*	*67,08*	*6,307·3*	*1·32*	Eastern Bengal.
1,74,89	302·1	3·28	88,97	8,440·7	1·76	
76,87	*136·3*	*3·11*	*61,51*	*5,701·2*	*2·49*	Jodhpur.
71,38	122·9	2·90	79,38	7,125·0	3·22	
¶2,03,12	*208·8*	*2·65*	*¶1,17,43*	*6,207·2*	*1·51*	Madras and Southern Mahratta.
¶1,98,84	205·4	2·82	¶1,11,61	6,007·6	1·58	
53,89	*171·8*	*2·25*	*25,17*	*4,197·0*	*1·05*	Mysore State.
54,51	171·5	2·29	33,81	5,548·0	1·41	
52,81	*150·4*	*3·00*	*32,95*	*4,904·4*	*1·87*	Nizam's State.
54,65	156·0	3·09	41,61	6,193·7	2·36	
37,19	*127·0*	*2·00*	*39,74*	*7,059·0*	*2·00*	Rohilkund and Kumaon.
43,52	147·0	2·00	50,44	8,935·0	3·00	
2,68,05	*285·6*	*2·51*	*84,22*	*4,669·6*	*0·78*	South Indian.
2,65,03	283·1	2·50	1,22,70	6,776·9	1·15	
15,15,60	*216·0*	*2·70*	*8,80,37*	*6,628·6*	*1·58*	TOTAL 3' 3⅜" GAUGE.
15,34,98	218·7	2·77	11,22,72	8,462·7	2·05	
						2' 6" AND 2' 0" GAUGES.
53,01	*109·4*	*2·63*	*—18,62*	*—2,009·7*	*—0·92*	Bengal Nagpur.
54,93	113·7	2·73	—18,03	—1,946·8	—0·90	
9,13	*77·7*	*2·09*	*1,92*	*855·5*	*0·44*	Bombay, Baroda and Central India.
9,22	78·4	2·16	2,72	1,212·5	0·64	
1,37	*71·1*	*1·08*	*—12*	*—340·2*	*—0·10*	Eastern Bengal.
1,42	73·5	1·12	2	97·6	0·03	
4,18	*32·8*	*0·88*	*3,53*	*1,443·3*	*0·74*	Great Indian Peninsula.
4,76	39·1	0·94	4,80	2,060·5	0·95	
2,42	*35·9*	*0·99*	*1,38*	*1,071·0*	*0·57*	Mysore State.
2,33	34·7	1·00	1,40	1,087·0	0·61	
39,22	*204·7*	*4·22*	*—8,47*	*—2,310·0*	*—0·91*	North Western (Commercial).
33,83	196·5	3·93	—89	—272·9	—0·10	
18,47	*115·9*	*8·82*	*—12,82*	*—4,204·8*	*—6·12*	North Western (Military).
19,50	119·0	7·09	—10,06	—3,203·7	—3·66	
57,69	*164·4*	*5·06*	*—21,29*	*—3,170·5*	*—1·86*	North Western (Total).
53,33	158·7	4·70	—10,95	—1,701·6	—0·97	
4,09	*79·4*	*2·43*	*—1,92*	*—1,954·3*	*—1·14*	South Indian.
3,83	74·4	2·61	—1,70	—1,724·2	—1·16	
1,31,89	*108·2*	*2·86*	*—35,12*	*—1,506·7*	*—0·76*	TOTAL 2' 6" AND 2' 0" GUAGES.
1,29,82	108·6	2·83	—21,74	—948·1	—0·47	
69,81,09	*358·7*	*3·21*	*37,95,36*	*10,225·7*	*2·02*	TOTAL CLASS I RAILWAYS.
70,70,01	364·2	3·72	51,69,68	13,945·6	2·73	

railways.
but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—*Results of working of Class I Railways*

NOTE I.—The rate of interest for calculating the figures given under column 16 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway system) include the figures of 'Appropriation to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs.	Rs	Rs.	Rs.	Rs.
Bengal-Nagpur	*1939-40*	*6,69,53,383*	*1,59,60,554*	*5,09,92,829*	*3·01*	*2·55*	*0·46*
	1940-41	6,65,72,714	1,57,41,664	5,08,31,050	3·34	2·49	0·85
Bombay, Baroda and Central India	*1939-40*	*4,13,23,747*	*1,75,72,397*	*2,37,51,350*	*4·18*	*2·68*	*1·50*
	1940-41	4,26,41,830	1,80,99,417	2,45,42,413	5·80	3·31	2·49
Eastern Bengal	*1939-40*	*3,63,39,505*	*1,91,59,368*	*1,71,80,137*	*2·78*	*3·37*	*—0·59*
	1940-41	3,07,95,838	1,68,74,008	1,39,21,830	3·03	3·00	0·03
East Indian	*1939-40*	*12,66,64,347*	*3,77,36,184*	*8,89,28,163*	*3·36*	*2·11*	*1·25*
	1940-41	12,90,77,946	3,71,98,013	9,18,79,933	3·86	2·11	1·75
Great Indian Peninsula	*1939-40*	*8,78,76,083*	*3,68,37,557*	*5,10,38,526*	*3·34*	*2·69*	*0·65*
	1940-41	8,96,32,537	3,57,73,257	5,38,59,280	4·19	2·59	1·60
Madras and Southern Mahratta	*1939-40*	*2,80,64,713*	*1,07,20,720*	*1,73,43,993*	*3·61*	*2·44*	*1·17*
	1940-41	2,82,89,258	1,02,69,001	1,80,20,257	4·11	2·40	1·71
Nizam's State	*1939-40*	*70,54,215*	*21,78,274*	*48,75,941*	*4·20*	*2·18*	*2·02*
	1940-41	71,46,745	22,32,074	49,14,671	5·21	2·33	2·88
North Western	*1939-40*	*10,98,54,768*	*4,95,65,263*	*6,02,89,505*	*3·47*	*3·12*	*0·35*
	1940-41	11,43,07,586	5,04,94,950	6,38,12,636	4·27	3·13	1·14
South Indian	*1939-40*	*1,11,37,568*	*60,63,461*	*50,74,107*	*2·19*	*2·01*	*0·18*
	1940-41	1,12,55,808	60,83,633	51,72,175	2·37	2·00	0·37
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1939-40*	*1,61,92,011*	*70,53,240*	*91,38,771*	*3·61*	*2·99*	*0·62*
	1940-41	1,58,37,206	67,62,487	90,74,719	4·18	3·11	1·07
Bengal and North-Western	*1939-40*	*1,64,74,520*	*77,47,079*	*87,27,441*	*3·00*	*1·00*	*2·00*
	1940-41	1,71,98,101	78,56,301	93,41,800	3·00	1·00	2·00
Bombay, Baroda and Central India	*1939-40*	*2,97,63,284*	*1,14,92,045*	*1,82,71,239*	*3·65*	*2·23*	*1·42*
	1940-41	3,03,90,786	1,13,97,679	1,89,93,107	4·09	2·18	1·91
Eastern Bengal	*1939-40*	*1,51,71,672*	*71,76,411*	*79,95,261*	*2·91*	*2·32*	*0·59*
	1940-41	1,58,41,626	74,79,886	83,61,740	3·10	2·42	0·68
Jodhpur	*1939-40*	*71,58,681*	*25,77,043*	*45,81,638*	*3·89*	*2·14*	*1·75*
	1940-41	66,27,560	25,74,586	40,52,974	4·28	2·01	2·27
Madras and Southern Mahratta	*1939-40*	*1,93,17,895*	*74,95,343*	*1,18,22,552*	*2·24*	*1·88*	*0·36*
	1940-41	1,89,72,671	82,15,167	1,07,57,504	2·49	2·06	0·43
Mysore State	*1939-40*	*52,70,611*	*27,10,631*	*25,59,980*	*2·10*	*1·72*	*0·38*
	1940-41	53,04,709	27,58,969	25,45,740	2·32	1·78	0·54
Nizam's State	*1939-40*	(a) *51,39,585*	(a)*24,35,369*	(a) *27,04,216*	*2·62*	*1·95*	*0·67*
	1940-41	52,76,229	25,04,848	27,71,381	3·03	2·04	0·99
Rohilkund and Kumaon	*1939-40*	*33,86,573*	*16,37,104*	*17,49,469*	*2·11*	*1·15*	*0·97*
	1940-41	39,23,862	17,80,867	21,42,995	2·66	1·32	1·34
South Indian	*1939-40*	*2,52,66,612*	*1,49,57,647*	*1,03,08,965*	*1·96*	*1·83*	*0·13*
	1940-41	2,49,69,363	1,42,10,378	1,07,58,985	2·10	1·78	0·32

§ The results in columns 6 to 17 exclude steam boat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

(a) Revised figures.

for the years 1939-40 and 1940-41.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34 and further reduced to 4 per cent. from 1938-39. actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead.

§ Goods Traffic.									Railway.
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
9·16	*5·44*	*3·72*	*45·1*	*26·8*	*18·3*	*2·73*	*3·93*	*1·86*	Bengal Nagpur.
9·84	5·34	4·50	48·3	26·2	22·1	2·59	3·74	2·17	
14·7	*7·71*	*7·02*	*64·1*	*33·6*	*30·5*	*3·96*	*5·98*	*3·65*	Bombay, Baroda and Central India.
15·7	7·69	8·13	67·4	32·6	34·8	3·90	5·83	4·20	
9·80	*7·59*	*2·21*	*45·1*	*35·0*	*10·1*	*5·64*	*7·82*	*1·60*	Eastern Bengal.
10·7	6·54	4·16	50·0	30·6	19·4	4·73	6·92	3·02	
9·06	*5·34*	*3·72*	*37·7*	*22·2*	*15·5*	*2·47*	*3·63*	*1·70*	East Indian.
9·82	5·30	4·52	40·6	21·9	18·7	2·34	3·43	1·98	
10·7	*5·89*	*4·84*	*49·9*	*27·4*	*22·5*	*3·27*	*4·99*	*2·64*	Great Indian Peninsula.
11·9	5·67	6·18	54·6	26·2	28·5	3·03	4·59	3·27	
11·2	*6·16*	*5·04*	*46·8*	*25·3*	*21·1*	*3·16*	*4·62*	*2·56*	Madras and Southern Maharatta.
11·8	6·07	5·69	47·6	24·6	23·1	2·99	4·41	2·78	
11·7	*4·62*	*(a)7·08*	*57·4*	*22·7*	*34·7*	*2·54*	*††4·84*	*3·83*	Nizam's State.
12·1	4·76	7·34	57·7	22·8	34·9	2·60	††4·93	3·93	
11·4	*6·47*	*4·93*	*53·3*	*30·2*	*23·1*	*4·15*	*6·30*	*3·06*	North Western.
12·0	6·40	5·60	55·6	29·7	25·9	3·93	5·90	3·33	
11·6	*4·64*	*6·96*	*70·8*	*28·2*	*42·6*	*3·63*	*5·26*	*4·88*	South Indian.
13·2	4·57	8·63	78·4	27·1	51·3	3·36	4·90	5·75	
									3′ 3½″ Gauge.
4·87	*3·71*	*1·16*	*34·6*	*26·3*	*8·30*	*5·84*	*9·54*	*1·69*	Assam-Bengal.
5·37	3·83	1·54	36·8	26·2	10·6	5·52	9·12	2·29	
6·00	*3·00*	*3·00*	*31·0*	*13·0*	*18·0*	*3·00*	*4·18*	*3·54*	Bengal and North-Western.
7·00	3·00	4·00	35·0	14·0	21·0	3·00	4·40	4·28	
8·12	*4·39*	*3·73*	*38·2*	*20·6*	*17·6*	*4·42*	*5·83*	*3·80*	Bombay, Baroda and Central India.
9·18	4·29	4·89	44·0	20.6	23·4	4·00	5·25	4·62	
6·43	*3·97*	*2·46*	*29·0*	*17·9*	*11·1*	*4·87*	*†7·09*	*2·98*	Eastern Bengal.
7·48	4·09	3·39	33·1	18·1	15·0	4·90	†7·04	4·04	
6·81	*3·62*	*3·19*	*32·0*	*17·0*	*15·0*	*4·06*	*5·48*	*3·54*	Jodhpur.
7·67	3·41	4·26	35·9	16·0	19·9	3·64	5·04	4·52	
6·20	*3·39*	*2·81*	*43·1*	*23·5*	*19.5*	*4·73*	*6·76*	*3·91*	Madras and Southern Maharatta.
6·86	3·70	3·16	47·2	25·5	21·8	5·28	7·58	4·48	
5·50	*3·14*	*2·36*	*43·8*	*25·0*	*18·7*	*4·71*	*6·85*	*3·52*	Mysore State.
6·09	3·05	3·04	51·5	25·8	25·8	4·75	6·93	4·66	
10·0	*5·23*	*4·77*	*51·8*	*27·1*	*24·7*	*5·12*	**	*4·45*	Nizam's State.
10·6	5·15	5·45	55·2	26·7	28·5	5·16	**	5·34	
6·26	*2·51*	*3·75*	*41·6*	*16·7*	*24·9*	*3·26*	*5·09*	*4·82*	Rohilkund and Kumaon.
7·43	2·96	4·47	46·1	18·3	27·8	3·49	5·19	5·23	
7·46	*4·40*	*3·06*	*40·1*	*23·7*	*16·4*	*5·83*	*9·06*	*3·95*	South Indian.
8·15	4·34	3·81	43·3	23·0	20·3	5·51	8·64	4·79	

earnings and expenses.
sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
†Metre and Narrow gauges combined.
** Included in Broad gauge. ††Broad and Metre gauges combined.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on* **Class I Railways** *for the years 1939-40 and 1940-41.*

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1939-40*	*3,553,844*	*1,898,346*	*6,929,429*	*2,544,501*	*7,991,297*	*2,564,974*	*8,194,910*
	1940-41	3,736,413	§1,942,092	7,197,724	§2,602,081	8,281,348	§2,624,181	8,473,682
Bombay, Baroda and Central India	*1939-40*	*1,142,607*	*1,255,806*	*2,549,523*	*1,641,619*	*2,836,139*	*1,645,672*	*2,889,200*
	1940-41	1,200,788	1,354,778	2,700,787	1,763,231	3,007,514	1,766,916	3,056,739
Eastern Bengal	*1939-40*	*497, 879*	*1,457,240*	*1,207,796*	*1,942,600*	*1,378,761*	*1,948,149*	*1,746,898*
	1940-41	478,221	1,489,847	1,158,473	1,976,220	1,321,178	1,982,358	1,635,536
East Indian	*1939-40*	*6,795,816*	*5,130,612*	*13,745,264*	*6,875,194*	*15,441,758*	*6,943,190*	*16,362,151*
	1940-41	7,386,531	5,206,894	14,659,848	6,961,543	16,418,932	7,039,805	17,388,478
Great Indian Peninsula — Steam	*1939-40*	*2,693,875*	*3,104,481*	*5,800,434*	*4,168,593*	*6,713,005*	*4,173,894*	*6,812,657*
	1940-41	3,065,961	3,214,718	6,509,655	4,306,367	7,511,098	4,313,327	7,625,784
Great Indian Peninsula — Electric	*1939-40*	*290,441*	*526,902*	*640,724*	*693,215*	*744,478*	*693,795*	*753,741*
	1940-41	331,714	549,615	711,713	717,151	825,842	718,902	832,732
Madras and Southern Mahratta	*1939-40*	*1,046,336*	*1,195,976*	*2,301,107*	*1,639,935*	*2,635,454*	*1,651,328*	*2,673,624*
	1940-41	1,148,011	1,199,730	2,500,861	§§1,644,818	2,869,549	§§1,657,398	2,907,354
Nizam's State	*1939-40*	*367,282*	*297,122*	*756,308*	*408,118*	*897,916*	*408,887*	*915,271*
	†1940-41	361,106	311,845	751,758	412,137	886,991	412,786	908,888
North Western	*1939-40*	*2,706,316*	*4,372,711*	*6,180,429*	*5,990,276*	*7,094,223*	*6,004,617*	*7,303,813*
	1940-41	3,049,351	4,835,095	6,793,701	6,296,040	7,772,419	6,310,699	7,975,101
South Indian	*1939-40*	*258,424*	***577,870*	*595,277*	***847,936*	*684,693*	***848,243*	*709,838*
	1940-41	283,120	‡605,699	629,119	‡886,217	725,293	‡886,511	753,692
TOTAL 5′ 6″ GAUGE — Steam	*1939-40*	*19,062,379*	*19,490,164*	*40,065,567*	*26,058,772*	*45,673,246*	*26,188,954*	*47,608,362*
	1940-41	20,709,502	20,160,698	42,901,926	26,848,654	48,794,322	26,993,981	50,725,254
TOTAL 5′ 6″ GAUGE — Electric	*1939-40*	*290,441*	*526,902*	*640,724*	*693,215*	*744,478*	*693,795*	*753,741*
	1940-41	331,714	549,615	711,713	717,151	825,842	718,902	832,732
3′ 3¾″ GAUGE.								
Assam Bengal	*1939-40*	*284,033*	*511,018*	*654,684*	*644,884*	*796,505*	*646,341*	*837,571*
	1940-41	302,694	513,266	684,807	637,407	822,495	639,306	857,923
Bengal and North Western	*1939-40*	*572,638*	*871,537*	*1,128,314*	*††1,160,517*	*1,279,876*	*††1,230,273*	*1,385,959*
	1940-41	588,737	845,976	1,178,740	†1,126,848	1,334,370	†1,192,631	1,418,138
Bombay, Baroda and Central India	*1939-40*	*737,542*	*920,475*	*1,644,699*	*1,195,018*	*1,867,165*	*1,195,708*	*1,901,069*
	1940-41	905,018	966,893	1,804,963	1,245,556	2,040,739	1,246,180	2,076,636

*Excluding traffic carried in departmental trains.

† Includes 65,(000) ton miles on account of engine power supplied by the R. & K. Rly.

†† Includes 67,(000) ton miles on account of engine power supplied by the R. & K. Rly.

‡ Includes 86,129 (000) Gross Ton miles of running power trains.

** Includes 74,575 (000) Gross Ton miles of running power trains.

§ Excludes 237,(000) on miles of M. & S. M. Railway trains worked by B. N. Railway engines.

§§ Includes 237, (000) ton miles in respect of M. & S. M. railway trains hauled by B. N. Railway Engines.

16.—*Statement of Ton Mileage pertainting to Steam and Electric Locomotives on* **Class I Railways** *for the years 1939-40 and 1940-41*—concld.

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1939-40*	*287,525*	*669,764*	*694,726*	*849,431*	*792,821*	*852,124*	*949,354*
	1940-41	305,549	684,403	734,137	863,042	837,693	865,309	967,326
Jodhpur	*1939-40*	*198,860*	*238,734*	*429,233*	*299,824*	*492,653*	*300,334*	*533,953*
	1940-41	210,625	259,549	444,076	325,184	505,283	325,598	512,564
Madras and Southern Mahratta	*1939-40*	*476,402*	*595,147*	*1,059,712*	*821,642*	*1,286,953*	*825,778*	*1,303,569*
	1940-41	387,750	590,835	875,352	817,645	1,061,218	822,105	1,078,650
Mysore State	*1939-40*	*103,810*	*202,323*	*236,391*	*313,667*	*294,650*	*313,667*	*296,234*
	1940-41	102,607	208,824	230,991	317,864	293,532	318,674	294,045
Nizam's State	*1939-40*	*98,459*	*168,964*	*208,433*	*233,002*	*247,191*	*233,394*	*259,159*
	1940-41	100,694	175,335	211,800	238,966	248,835	240,022	265,562
Rohilkund and Kumaon	*1939-40*	*99,633*	*160,357*	*196,734*	*223,921*	*226,365*	*225,405*	*240,876*
	1940-41	113,550	160,946	221,242	221,354	252,030	222,018	268,247
South Indian	*1939-40*	*317,908*	*927,069*	*758,501*	*1,309,381*	*879,819*	*1,310,937*	*933,694*
	1940-41	350,473	886,973	817,038	1,265,569	947,423	1,266,687	1,008,326
TOTAL 3′ 3⅜″ GAUGE.	*1939-40*	*3,226,810*	*5,265,388*	*7,011,427*	*7,051,287*	*8,163,998*	*7,133,961*	*8,641,429*
	1940-41	3,367,697	5,293,000	7,203,146	7,059,435	8,343,618	7,139,430	8,747,417
2′ 6″ & 2′ 0″ GAUGES.								
Bengal Nagpur	*1939-40*	*51,697*	*131,924*	*127,599*	*185,756*	*165,404*	*185,862*	*182,775*
	1940-41	48,429	132,637	120,396	189,121	156,985	189,392	172,603
Bombay, Baroda and Central India	*1939-40*	*5,861*	*16,282*	*12,955*	*23,936*	*17,127*	*23,945*	*18,307*
	1940-41	5,355	16,625	12,244	24,091	16,208	24,097	17,154
Eastern Bengal	*1939-40*	*65*	*5,721*	*185*	*7,152*	*232*	*7,154*	*421*
	1940-41	59	5,985	199	7,383	244	7,384	375
Great Indian Peninsula	*1939-40*	*5,347*	*20,821*	*14,632*	*33,907*	*23,662*	*33,935*	*25,419*
	1940-41	5,768	24,689	15,075	37,752	23,797	37,757	28,435
Mysore State	*1939-40*	*3,491*	*10,918*	*6,008*	*18,342*	*8,507*	*18,342*	*8,628*
	1940-41	2,462	10,359	5,726	17,247	8,785	17,247	8,785
North Western	*1939-40*	*23,837*	*45,291*	*61,631*	*66,281*	*89,032*	*66,542*	*95,192*
	1940-41	25,914	46,389	66,825	67,464	96,907	68,035	101,296
South Indian	*1939-40*	*1,632*	*6,612*	*4,094*	*10,853*	*5,945*	*10,853*	*6,144*
	1940-41	1,566	5,881	3,925	9,498	5,622	9,506	5,822
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1939-40*	*91,930*	*237,569*	*227,104*	*346,227*	*309,909*	*346,633*	*336,886*
	1940-41	89,553	242,565	224,390	352,556	308,548	353,418	334,270
TOTAL CLASS I RAILWAYS — Steam	*1939-40*	*22,381,119*	*24,993,121*	*47,304,098*	*33,456,286*	*54,147,153*	*33,669,548*	*56,586,677*
	1940-41	24,166,752	25,696,263	50,329,462	34,260,645	57,445,488	34,486,829	59,806,941
TOTAL CLASS I RAILWAYS — Electric	*1939-40*	*290,441*	*526,902*	*640,724*	*693,215*	*744,478*	*693,795*	*753,741*
	1940-41	331,714	549,615	711,713	717,151	825,842	718,902	832,732

* See remark on page 118.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1939-40 and 1940-41. (In thousands.)*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal Nagpur	*1939-40*	*6,122*	*5,234*	*3,426*	*8,660*	*88*	*223*	*311*	*6,210*	*8,883*	*15,093*	*49*	*488*	*537*
	1940-41	6,182	5,354	3,469	8,823	87	199	286	6,269	9,022	15,291	48	500	548
Bombay, Baroda & Central India	*1939-40*	*3,640*	*2,057*	*351*	*2,408*	*345*	*620*	*965*	*3,985*	*3,028*	*7,013*	*19*	*53*	*72*
	1940-41	3,774	2,182	390	2,572	363	608	971	4,137	3,180	7,317	19	49	68
Eastern Bengal	*1939-40*	*5,492*	*1,423*	*161*	*1,589*	*191*	*228*	*419*	*5,683*	*1,817*	*7,500*	*11*	*445*	*456*
	1940-41	5,467	1,488	169	1,657	146	102	248	5,613	1,759	7,372	10	371	381
East Indian	*1939-40*	*16,244*	*11,946*	*2,489*	*14,435*	*1,474*	*278*	*1,752*	*17,718*	*14,713*	*32,431*	*161*	*1,935*	*2,096*
	1940-41	16,065	12,417	2,616	15,033	1,423	273	1,696	17,488	15,306	32,794	182	2,018	2,200
Great Indian Peninsula — Steam	*1939-40*	*10,047*	*4,979*	*2,356*	*7,335*	*209*	*307*	*516*	*10,256*	*7,642*	*17,898*	*23*	*309*	*332*
	1940-41	10,092	5,587	2,407	7,994	227	315	542	10,319	8,309	18,628	37	401	438
Great Indian Peninsula — Electric	*1939-40*	*1,368*	*700*	*Nil*	*700*	*Nil*	*Nil*	*Nil*	*1,368*	*700*	*2,068*	*1*	*18*	*19*
	1940-41	1,408	775	Nil	775	Nil	Nil	Nil	1,408	775	2,183	4	12	16
Madras & Southern Maharatta	*1939-40*	*4,154*	*1,911*	*608*	*2,519*	*113*	*194*	*307*	*4,267*	*2,713*	*6,980*	*27*	*102*	*129*
	1940-41	4,015	2,005	542	2,547	133	291	424	4,148	2,838	6,986	34	130	164
Nizam's State	*1939-40*	*851*	*761*	*8*	*769*	*146*	*221*	*367*	*997*	*990*	*1,987*	*2*	*66*	*68*
	1940-41	739	728	16	744	158	209	367	897	953	1,850	2	80	82
North Western	*1939-40*	*11,087*	*6,024*	*1,482*	*7,506*	*4,618*	*1,568*	*6,086*	*15,605*	*9,074*	*24,679*	*48*	*253*	*301*
	1940-41	11,085	6,541	1,588	8,129	4,911	1,562	6,473	15,996	9,691	25,687	49	275	324
South Indian	*1939-40*	*2,918*	*597*	*214*	*811*	*99*	*91*	*190*	*3,017*	*902*	*3,919*	*1*	*192*	*193*
	1940-41	2,953	628	219	847	95	82	177	3,048	929	3,977	1	201	202
Total 5′ 6″ Gauge — Steam	*1939-40*	*60,555*	*34,937*	*11,095*	*46,032*	*7,183*	*3,730*	*10,913*	*67,738*	*49,762*	*117,500*	*341*	*3,843*	*4,184*
	1940-41	60,372	36,930	11,416	48,346	7,543	3,641	11,184	67,915	51,987	119,902	382	4,025	4,407
Total 5′ 6″ Gauge — Electric	*1939-40*	*1,368*	*700*	*Nil*	*700*	*Nil*	*Nil*	*Nil*	*1,368*	*700*	*2,068*	*1*	*18*	*19*
	1940-41	1,408	775	Nil	775	Nil	Nil	Nil	1,408	775	2,183	4	12	16
3′ 3¾″ GAUGE.														
Assam Bengal	*1939-40*	*442*	*599*	*363*	*962*	*1,912*	*1,356*	*3,268*	*2,354*	*2,318*	*4,672*	*11*	*145*	*156*
	1940-41	385	544	311	855	1,784	1,408	3,192	2,169	2,263	4,432	13	104	117
Bengal and North Western	*1939-40*	*5,365*	*1,396*	*1,351*	*2,747*	*437*	*195*	*632*	*5,802*	*2,942*	*8,744*	*7*	*361*	*368*
	1940-41	5,350	1,518	1,401	2,919	292	135	427	5,642	3,054	8,696	8	356	364
Bombay, Baroda & Central India	*1939-40*	*4,441*	*1,704*	*1,742*	*3,446*	*710*	*667*	*1,377*	*5,151*	*4,113*	*9,264*	*4*	*54*	*58*
	1940-41	4,422	1,981	1,748	3,729	789	634	1,423	5,211	4,363	9,574	4	58	62

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1939-40 and 1940-41 (In thousands)—contd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						*Departmental.*		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" Gauge—concld.														
Eastern Bengal	*1939-40*	*2,554*	*1,229*	*88*	*1,317*	*524*	*325*	*849*	*3,078*	*1,642*	*4,720*	*9*	*373*	*382*
	1940-41	2,535	1,312	94	1,406	548	331	879	3,083	1,737	4,820	7	309	316
Jodhpur	*1939-40*	*713*	*567*	*68*	*635*	*487*	*542*	*1,029*	*1,200*	*1,177*	*2,377*	*3*	*90*	*93*
	1940-41	707	567	50	617	567	549	1,116	1,274	1,166	2,440	4	20	24
Madras & Southern Mahratta	*1939-40*	*3,626*	*2,094*	*708*	*2,802*	*347*	*586*	*933*	*3,973*	*3,388*	*7,361*	*15*	*102*	*120*
	1940-41	3,639	1,664	557	2,221	329	580	909	3,968	2,801	6,769	21	108	129
Mysore State	*1939-40*	*1,438*	*745*	*	*745*	*140*	*67*	*207*	*1,578*	*812*	*2,390*	*2*	*2*	*4*
	1940-41	1,443	757	*	757	102	72	174	1,545	829	2,374	4	7	11
Nizam's State	*1939-40*	*1,209*	*426*	*12*	*438*	*29*	*37*	*66*	*1,238*	*475*	*1,713*	*2*	*42*	*44*
	1940-41	1,190	423	16	439	29	38	67	1,219	477	1,696	3	61	64
Rohilkund and Kumaon	*1939-40*	*1,287*	*451*	*104*	*555*	*125*	*106*	*231*	*1,412*	*661*	*2,073*	*7*	*36*	*43*
	1940-41	1,236	461	114	575	102	106	208	1,338	681	2,019	7	44	51
South Indian	*1939-40*	*7,169*	*1,308*	*516*	*1,824*	*192*	*105*	*297*	*7,351*	*1,929*	*9,280*	*2*	*413*	*415*
	1940-41	6,961	1,402	550	1,952	214	112	326	7,175	2,064	9,239	3	416	419
Total 3' 3½" Gauge	*1939-40*	*28,234*	*10,519*	*4,952*	*15,471*	*4,903*	*3,986*	*8,889*	*33,137*	*19,457*	*52,594*	*65*	*1,618*	*1,683*
	1940-41	27,868	10,629	4,841	15,470	4,756	3,965	8,721	32,624	19,435	52,059	74	1,483	1,557
2' 6" & 2' 0" Gauges.			Total									Total		
Bengal-Nagpur	*1939-40*	*845*	*545*			*297*	*232*	*529*	*1,142*	*777*	*1,919*	*84*		
	1940-41	873	493			310	255	565	1,183	748	1,931	77		
Bombay, Baroda & Central India	*1939-40*	*71*	*5*			*206*	*145*	*351*	*277*	*150*	*427*	*9*		
	1940-41	76	5			199	139	338	275	144	419	7		
Eastern Bengal	*1939-40*	*96*	*Nil*			*21*	*4*	*25*	*117*	*4*	*121*	*6*		
	1940-41	99	Nil			18	4	22	117	4	121	5		
Great Indian Peninsula	*1939-40*	*5*	*Nil*			*266*	*190*	*456*	*271*	*196*	*461*	*12*		
	1940-41	8	Nil			269	186	455	277	186	463	32		
Mysore State	*1939-40*	*79*	*13*			*104*	*48*	*152*	*183*	*61*	*244*	*Nil*		
	1940-41	42	10			118	62	180	160	72	232	Nil		
North Western	*1939-40*	*135*	*350*			*323*	*243*	*566*	*458*	*593*	*1,051*	*60*		
	1940-41	136	417			304	206	510	440	623	1,063	42		
South Indian	*1939-40*	*Nil*	*1*			*117*	*49*	*166*	*117*	*50*	*167*	*2*		
	1940-41	Nil	1			101	45	146	101	46	147	Nil		
Total 2' 6" & 2' 0" Gauges	*1939-40*	*1,231*	*914*			*1,334*	*911*	*2,245*	*2,565*	*1,825*	*4,390*	*173*		
	1940-41	1,234	926			1,319	897	2,216	2,553	1,823	4,376	163		
Total Class I Railways — Steam	*1939-40*	*90,020*	*62,417*			*13,420*	*8,627*	*22,047*	*103,440*	*71,044*	*174,484*	*6,040*		
	1940-41	89,474	64,742			13,618	8,503	22,121	103,092	73,245	176,337	6,127		
Total Class I Railways — Electric	*1939-40*	*1,368*	*700*			*Nil*	*Nil*	*Nil*	*1,368*	*700*	*2,068*	*19*		
	1940-41	1,408	775			Nil	Nil	Nil	1,408	775	2,183	16		

* Included with Main lines in Col. 4.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" Gauge.											
Bengal Nagpur	*1939-40*	*298*	*55*	*353*	*2,909*	*470*	*3,379*	*9*	*9*	*60*	*78*
	1940-41	277	50	327	3,082	491	3,573	15	22	71	108
Bombay, Baroda & Central India	*1939-40*	*151*	*23*	*174*	*846*	*140*	*986*	*8*	*2*	*122*	*132*
	1940-41	158	21	179	884	141	1,025	11	4	176	191
Eastern Bengal	*1939-40*	*334*	*55*	*389*	*889*	*109*	*998*	*Nil*	*Nil*	*40*	*40*
	1940-41	323	62	385	869	116	985	Nil	Nil	34	34
East Indian	*1939-40*	*817*	*11*	*828*	*4,614*	*310*	*4,924*	*51*	*51*	*508*	*610*
	1940-41	842	14	856	4,731	273	5,004	87	83	495	665
Great Indian Peninsula—Steam	*1939-40*	*199*	*16*	*215*	*2,168*	*259*	*2,427*	*137*	*92*	*127*	*356*
	1940-41	243	17	260	2,324	258	2,582	119	100	122	341
Great Indian Peninsula—Electric	*1939-40*	*172*	*Nil*	*172*	*37*	*14*	*51*	*119*	*52*	*59*	*230*
	1940-41	173	1	174	63	15	78	105	37	56	198
Madras & Southern Mahratta	*1939-40*	*157*	*11*	*168*	*654*	*183*	*837*	*40*	*2*	*86*	*128*
	1940-41	171	14	185	661	147	808	40	7	123	170
Nizam's State	*1939-40*	**61*	*6*	**67*	**238*	*27*	**265*	*4*	*3*	*23*	*30*
	1940-41	64	9	73	242	26	268	5	2	34	41
North Western	*1939-40*	*931*	*94*	*1,075*	*1,958*	*524*	*2,482*	*140*	*47*	*187*	*374*
	1940-41	1,132	111	1,243	2,047	612	2,659	215	76	204	495
South Indian	*1939-40*	*31*	*65*	*96*	*195*	*108*	*303*	*2*	*2*	*10*	*14*
	1940-41	18	74	92	195	145	340	8	13	11	32
Total 5' 6" Gauge—Steam	*1939-40*	**3,029*	*336*	**3,365*	**14,471*	*2,130*	**16,601*	*391*	*208*	*1,163*	*1,762*
	1940-41	3,228	372	3,600	15,035	2,209	17,244	500	307	1,270	2,077
Total 5' 6" Gauge—Electric	*1939-40*	*172*	*Nil*	*172*	*37*	*14*	*51*	*119*	*52*	*59*	*230*
	1940-41	173	1	174	63	15	78	105	37	56	198
3' 3¾" Gauge.											
Assam Bengal	*1939-40*	*115*	*21*	*136*	*581*	*55*	*636*	*8*	*2*	*37*	*47*
	1940-41	150	25	175	574	62	636	10	3	41	54
Bengal and North Western	*1939-40*	*159*	*68*	*227*	*1,364*	*335*	*1,699*	*24*	*20*	*45*	*89*
	1940-41	161	58	219	1,399	348	1,747	10	42	44	96
Bombay, Baroda & Central India	*1939-40*	*220*	*52*	*272*	*971*	*144*	*1,115*	*13*	*18*	*45*	*76*
	1940-41	205	54	259	976	137	1,113	24	22	44	90

* Revised figures.

Class I Railways for the years 1939-40 and 1940-41 (In thousands)—contd.

The mileage of these services is shown in Statements 32 and 33 respectively.

Engine Miles.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	Railway.
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
492	*128*	*829*	*347*	*1,796*	*9*	*37*	*338*	*884*	*6,641*	*14,058*	*21,583*	Bengal Nagpur.
486	143	819	343	1,791	6	33	314	868	6,704	14,386	21,958	
Nil	*3*	*70*	*20*	*93*	*4*	*14*	*264*	*340*	*4,291*	*4,107*	*8,738*	Bombay, Baroda & Central India.
Nil	4	94	17	115	3	12	243	314	4,507	4,320	9,141	
11	*18*	*93*	*198*	*320*	*23*	*36*	*58*	*537*	*6,112*	*3,135*	*9,784*	Eastern Bengal.
2	21	92	188	303	31	35	68	480	6,032	3,047	9,559	
68	*119*	*1,250*	*1,666*	*3,103*	*82*	*67*	*732*	*2,960*	*19,156*	*22,740*	*44,856*	East Indian.
61	147	1,271	1,685	3,164	87	64	839	3,126	19,609	23,474	45,609	
154	*140*	*292*	*44*	*630*	*6*	*65*	*252*	*590*	*10,827*	*10,699*	*22,116*	Great Indian Peninsula. Steam
198	154	334	95	781	9	62	265	712	10,920	11,672	23,304	
90	*2*	*51*	*Nil*	*143*	*1*	*10*	*32*	*52*	*1,770*	*894*	*2,716*	Electric
98	2	54	Nil	154	5	5	34	55	1,780	1,007	2,842	
139	*9*	*210*	*15*	*373*	*4*	*23*	*183*	*316*	*4,563*	*3,923*	*8,802*	Madras & Southern Mahratta.
118	4	241	20	383	10	28	166	340	4,503	4,029	8,872	
17	*6*	*106*	*Nil*	*128*	*1*	*12*	*142*	*211*	**1,094*	**1,384*	**2,689*	Nizam's State.
9	4	115	Nil	128	Nil	15	144	226	1,011	1,349	2,586	
160	*77*	*436*	*134*	*807*	*42*	*19*	*621*	*964*	*17,054*	*12,363*	*30,381*	North Western.
213	98	480	174	965	8	21	661	993	17,734	13,315	32,042	
42	*6*	*40*	*3*	*91*	*15*	*15*	*27*	*235*	*3,127*	*1,296*	*4,658*	South Indian.
45	14	43	3	105	15	25	38	255	3,172	1,374	4,801	
1,033	*506*	*3,326*	*2,427*	*7,342*	*186*	*238*	*2,667*	*7,037*	**72,865*	**73,705*	**153,607*	Steam
1,132	589	3,489	2,525	7,735	169	295	2,738	7,314	73,592	76,966	157,872	Total 5′ 6″ Gauge.
90	*2*	*51*	*Nil*	*143*	*1*	*10*	*32*	*52*	*1,770*	*894*	*2,716*	Electric
98	2	54	Nil	154	5	5	34	55	1,780	1,007	2,842	
												3′ 3⅜″ Gauge.
36	*15*	*106*	*158*	*315*	*2*	*15*	*53*	*211*	*2,537*	*3,269*	*6,017*	Assam Bengal.
32	14	102	140	288	4	12	65	186	2,398	3,187	5,771	
37	*39*	*79*	*Nil*	*155*	*106*	*9*	*140*	*614*	*6,118*	*4,796*	*11,528*	Bengal and North Western.
15	43	74	Nil	132	143	8	154	661	5,957	4,933	11,551	
14	*59*	*64*	*34*	*171*	*2*	*4*	*325*	*385*	*5,499*	*5,399*	*11,283*	Bombay, Baroda & Central India
15	60	64	36	175	Nil	3	342	404	5,560	5,651	11,615	

*Revised figures.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric*

NOTE :—The figures in this statement exclude the mileage relating to Electric Multiple

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3' 3½" GAUGE—*concld.*											
Eastern Bengal	*1939-40*	*213*	*18*	*231*	*653*	*99*	*752*	*Nil*	*1*	*13*	*14*
	1940-41	214	23	237	639	98	737	Nil	1	20	21
Jodhpur	*1939-40*	*26*	*65*	*91*	*197*	*84*	*281*	*1*	*13*	*8*	*22*
	1940-41	26	62	88	198	82	280	1	10	19	30
Madras and Southern Mahratta	*1939-40*	*112*	*11*	*123*	*664*	*111*	*775*	*5*	*2*	*27*	*34*
	1940-41	101	6	107	582	85	667	8	3	34	45
Mysore State	*1939-40*	*163*	*17*	*180*	*180*	*25*	*205*	*14*	*7*	*5*	*26*
	1940-41	156	14	170	184	25	209	21	10	5	36
Nizam's State	*1939-40*	*28*	*12*	*40*	*119*	*14*	*133*	*Nil*	*Nil*	*29*	*29*
	1940-41	30	9	39	122	20	142	Nil	1	32	33
Rohilkund and Kumaon	*1939-40*	*46*	*Nil*	*46*	*322*	*16*	*348*	*15*	*9*	*19*	*43*
	1940-41	46	1	47	381	26	407	14	9	21	44
South Indian	*1939-40*	*118*	*137*	*255*	*337*	*269*	*606*	*1*	*18*	*46*	*65*
	1940-41	120	130	250	363	298	661	6	22	41	69
Total 3' 3½" Gauge	*1939-40*	*1,200*	*401*	*1,601*	*5,398*	*1,152*	*6,550*	*81*	*90*	*274*	*445*
	1940-41	1,209	382	1,591	5,418	1,181	6,599	94	123	301	518

		Shunting Miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2' 6" & 2' 0" GAUGES.				
Bengal-Nagpur	*1939-40*	*333*	*119*	*452*
	1940-41	332	116	448
Bombay, Baroda and Central India	*1939-40*	*Nil*	*39*	*39*
	1940-41	Nil	39	39
Eastern Bengal	*1939-40*	*Nil*	*1*	*1*
	1940-41	Nil	1	1
Great Indian Peninsula	*1939-40*	*19*	*10*	*29*
	1940-41	19	11	30
Mysore State	*1939-40*	*Nil*	*29*	*29*
	1940-41	Nil	30	30
North Western	*1939-40*	*78*	*62*	*140*
	1940-41	85	66	151
South Indian	*1939-40*	*Nil*	*8*	*8*
	1940-41	Nil	7	7
Total 2' 6" and 2' 0" Gauges	*1939-40*	*439*	*268*	*698*
	1940-41	436	270	706
Total Class I Railways — Steam	*1939-40*	**24,528*	*4,287*	**28,815*	†
	1940-41	25,326	4,414	29,740	†
Total Class I Railways — Electric	*1939-40*	*172* *Nil*	*172* *37*	*14* *51*	*119* *52* *59* *230*
	1940-41	173 1	174 63	15 78	105 37 56 108

* Revised figures.
† Included in column 32.

locomotives on Class I Railways for the years 1939-40 and 1940-41 (In thousands)—concld.

Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Engine Miles.								Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3½″ Gauge—*concld.*
Nil	*19*	*20*	*26*	*65*	*2*	*11*	*40*	*424*	*3,323*	*2,459*	*6,206*	Eastern Bengal.
Nil	13	29	32	74	2	13	48	366	3,341	2,548	6,255	
3	*9*	*74*	*6*	*92*	*Nil*	*9*	*117*	*210*	*1,313*	*1,550*	*3,073*	Jodhpur.
4	8	36	2	50	Nil	3	115	139	1,392	1,496	3,027	
104	*38*	*194*	*2*	*338*	*3*	*18*	*125*	*243*	*4,130*	*4,501*	*8,879*	Madras & Southern Mahratta.
69	25	175	9	278	3	14	117	249	4,120	3,746	8,115	
6	*5*	*6*	*1*	*18*	*Nil*	*17*	*12*	*16*	*1,784*	*1,035*	*2,835*	Mysore State.
8	6	7	1	21	Nil	25	12	23	1,751	1,059	2,833	
Nil	*2*	*36*	*Nil*	*38*	*1*	*5*	*85*	*130*	*1,307*	*646*	*2,083*	Nizam's State.
Nil	1	33	Nil	34	1	9	86	151	1,291	653	2,095	
4	*4*	*9*	*7*	*24*	*12*	*1*	*88*	*143*	*1,501*	*1,033*	*2,677*	Rohilkund and Kumaon.
5	5	14	7	31	13	1	88	152	1,429	1,119	2,700	
35	*3*	*28*	*29*	*95*	*35*	*50*	*74*	*524*	*7,671*	*2,630*	*10,825*	South Indian.
36	2	22	30	90	36	52	78	533	7,494	2,815	10,842	
239	*193*	*616*	*263*	*1,311*	*163*	*139*	*1,059*	*2,905*	*35,133*	*27,313*	*65,406*	Total 3′ 3½″ Gauge.
184	176	556	257	1,173	202	140	1,105	2,864	34,733	27,207	64,804	
				Total § Other Engine Miles.			Total other Departmental.					2′ 6″ & 2′ 0″ Gauges.
				44			*23*	*107*	*1,276*	*1,139*	*2,532*	Bengal Nagpur.
				43			24	101	1,313	1,109	2,523	
				15			*4*	*13*	*331*	*150*	*494*	Bombay, Baroda & Central India.
				16			2	9	306	168	483	
				Nil			*Nil*	*6*	*118*	*4*	*128*	Eastern Bengal.
				Nil			Nil	5	118	4	127	
				Nil			*1*	*13*	*278*	*212*	*503*	Great Indian Peninsula.
				Nil			2	34	285	208	527	
				Nil			*4*	*5*	*200*	*74*	*279*	Mysore State.
				Nil			2	2	179	84	265	
				78			*7*	*67*	*514*	*755*	*1,336*	North Western.
				106			9	51	508	812	1,371	
				Nil			*Nil*	*2*	*119*	*56*	*177*	South Indian.
				Nil			Nil	Nil	102	52	154	
				137			*40*	*213*	*2,836*	*2,390*	*5,439*	Total 2′ 6″ & 2′ 0″ Gauges.
				165			39	202	2,811	2,437	5,450	
				10,997				*10,155*	**110,884*	**103,413*	**224,452*	Steam
				11,668				10,380	111,136	106,610	228,126	
90	2	51	Nil	*143*	*1*	*10*	*32*	*52*	*1,770*	*894*	*2,716*	Electric
98	2	54	Nil	154	5	5	34	55	1,780	1,007	2,842	

Total Class I Railways.

§ "Other" includes Assisting required, Assisting not required, Light and Siding.
*Revised figures.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic — Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4 + 5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal Nagpur	*1939-40*	*287,7*	*7,3*	*18,6*	*25,9*	*400,5*	*295,4*	*695,9*	*70,6*	*675,8*
	1940-41	294,9	7,4	17,2	24,6	406,4	297,3	703,7	65,4	714,5
Bombay, Baroda and Central India.	*1939-40*	*145,2*	*21,9*	*40,4*	*62,3*	*164,3*	*32,6*	*196,9*	*34,9*	*197,2*
	1940-41	152,8	22,9	40,1	63,0	180,8	37,0	217,8	35,8	205,0
Eastern Bengal	*1939-40*	*251,3*	*15,6*	*18,7*	*34,3*	*137,0*	*21,2*	*158,2*	*77,9*	*199,6*
	1940-41	246,1	10,6	7,5	18,1	150,7	21,9	172,6	76,9	196,9
East Indian	*1939-40*	*720,6*	*84,9*	*18,0*	*102,9*	*1,195,0*	*319,3*	*1,514,3*	*165,5*	*984,7*
	1940-41	716,9	85,6	17,7	103,3	1,230,9	321,1	1,552,0	171,2	1,000,9
Great Indian Peninsula	*1939-40*	*436,2*	*13,0*	*19,4*	*32,4*	*371,1*	*179,5*	*550,6*	*77,6*	*497,5*
	1940-41	446,5	14,1	19,8	33,9	432,6	194,0	626,6	87,0	533,9
Madras and Southern Mahratta	*1939-40*	*195,6*	*8,1*	*13,7*	*21,8*	*166,4*	*58,6*	*225,0*	*33,6*	*167,5*
	1940-41	191,1	9,3	20,4	29,7	170,9	53,6	224,5	36,9	161,6
Nizam's State	*1939-40*	*35,7*	*9,3*	*14,0*	*23,3*	*64,4*	*5*	*64,9*	**13,5*	**53,1*
	1940-41	30,9	9,9	13,1	23,0	58,8	1,4	60,2	14,6	53,6
North Western	*1939-40*	*470,3*	*248,4*	*104,4*	*352,8*	*520,3*	*130,1*	*650,4*	*214,9*	*496,5*
	1940-41	472,3	265,1	103,9	369,0	596,9	146,6	743,5	247,5	527,0
South Indian	*1939-40*	*142,4*	*6,8*	*7,1*	*13,9*	*52,3*	*17,1*	*69,4*	*19,2*	*60,6*
	1940-41	140,5	6,3	6,7	13,0	55,0	18,6	73,6	18,4	68,1
Total 5′ 6″ Gauge	*1939-40*	*2,685,0*	*415,3*	*254,3*	*669,6*	*3,071,3*	*1,054,3*	*4,125,6*	**707,7*	**3,332,5*
	1940-41	2,692,9	431,2	246,4	677,6	3,283,0	1,091,5	4,374,5	753,7	3,461,5
3′ 3¾″ GAUGE.										
Assam Bengal	*1939-40*	*20,0*	*125,1*	*88,7*	*213,8*	*46,1*	*33,4*	*79,5*	*27,2*	*127,2*
	1940-41	18,0	122,8	97,0	219,8	36,7	28,4	65,1	35,0	127,0
Bengal and North Western	*1939-40*	*299,3*	*30,8*	*13,7*	*44,5*	*125,6*	*113,3*	*238,9*	*43,8*	*338,5*
	1940-41	293,8	21,4	9,9	31,3	141,3	116,5	257,8	42,2	345,0
Bombay, Baroda and Central India.	*1939-40*	*226,0*	*48,2*	*45,6*	*93,8*	*156,3*	*160,5*	*316,8*	*54,3*	*223,0*
	1940-41	224,6	54,0	43,5	97,5	182,0	165,3	347,3	51,8	222,7

*Revised figures

Class I Railways for the years 1939-40 and 1940-41 (In hundreds).

Service. †Other Hours. Passenger and proportion of mixed. (12)	Service. †Other Hours. Goods and proportion of mixed. (13)	Service. †Other Hours. Siding Engine Hours. (14)	Service. Total. Passenger and proportion of mixed. (Columns 3+4+10+12.) (15)	Service. Total. Goods and proportion of mixed. (Columns 5+9+11+13+14.) (16)	Departmental Engine hours. Passenger and total mixed. (17)	Departmental Engine hours. Goods. (18)	Departmental Engine hours. Total. (Columns 17+18.) (19)	Total Engine hours. (Columns 15+16+19.) (20)	Percentage of train Engine hours to total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed). (21)	Percentage of train Engine hours to total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed). (22)	Railway. (23)
											5′ 6″ Gauge.
70,5	*312,5*	*49,6*	*436,1*	*1,752,4*	*5,3*	*98,3*	*104,1*	*2,292,6*	*67*	*39*	Bengal-Nagpur.
72,4	320,7	49,0	440,1	1,805,1	5,0	98,1	103,1	2,348,3	68	38	
40,5	*56,1*	*2,8*	*242,5*	*493,4*	*3,4*	*45,9*	*49,3*	*785,2*	*68*	*44*	Bombay, Baroda and Central India.
45,6	61,5	2,4	257,1	526,8	3,3	44,6	47,9	831,8	67	45	
95,0	*53,6*	*28,3*	*439,8*	*458,4*	*4,1*	*63,1*	*67,2*	*965,4*	*60*	*34*	Eastern Bengal.
80,6	42,6	26,9	423,2	446,5	4,6	54,4	59,0	928,7	60	36	
231,3	*302,1*	*238,1*	*1,202,3*	*3,057,2*	*31,6*	*357,6*	*389,2*	*4,648,7*	*65*	*45*	East Indian.
234,7	309,4	240,7	1,208,4	3,120,7	33,9	370,3	404,2	4,733,3	65	45	
119,3	*214,8*	*6,4*	*646,1*	*1,288,7*	*8,0*	*69,1*	*77,1*	*2,011,9*	*69*	*42*	Great Indian Peninsula.
115,6	238,4	13,8	663,2	1,432,5	8,4	79,9	88,3	2,184,6	69	43	
94,8	*104,1*	*2,2*	*332,1*	*512,5*	*4,9*	*34,7*	*39,6*	*884,2*	*60*	*44*	Madras and Southern Mahratta.
92,2	102,3	2,9	329,5	511,7	7,6	37,3	44,9	886,1	59	45	
13,8	*23,6*	*Nil*	**72,3*	**160,6*	*2*	*32,8*	*33,0*	**265 9*	*62*	*41*	Nizam's State.
14,8	27,8	Nil	70,2	154,7	1	36,0	36,1	261,0	58	38	
161,5	*168,4*	*19,1*	*1,095,1*	*1,438,8*	*13,1*	*124,1*	*137,2*	*2,671,1*	*65*	*48*	North Western.
182,3	193,7	25,0	1,167,2	1,593,1	7,2	124,3	131,5	2,891,8	63	49	
63,2	*28,9*	*4*	*231,6*	*166,4*	*3,6*	*29.0*	*32,6*	*430.6*	*63*	*39*	South Indian.
68,6	34,2	4	233,8	183,0	3,4	30,7	34,1	450,9	62	38	
839,9	*1,269,1*	*246,9*	**4,697,9*	**9,328,4*	*74,7*	*854,6*	*929,3*	**14,955,6*			Total 5′ 6″ Gauge.
915,8	1,330,6	361,1	4,792,7	9,774,1	73,5	875,6	949,1	15,515,9			
											3′ 3½″ Gauge.
32,3	*39,5*	*22,6*	*206,6*	*357,5*	*1,3*	*23,4*	*24,7*	*588,8*	*70*	*44*	Assam Bengal.
33,3	40,0	20,1	209,1	349,2	1,5	19,6	21,1	579,4	67	44	
86,1	*62,1*	*Nil*	*460,0*	*653,2*	*21,3*	*69,7*	*91,0*	*1,204,2*	*69*	*35*	Bengal and North Western.
84,9	59,0	Nil	442,3	671,7	25,3	72,7	98,0	1,212,0	67	36	
67,2	*65,9*	*4,8*	*395,7*	*656,1*	*5*	*64.0*	*64,5*	*1,116,3*	*69*	*50*	Bombay, Baroda and Central India.
70,9	69,6	5 2	401,3	688,3	5	70,2	70,7	1,160,3	69	52	

*Revised figures.

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 3¼″ Gauge—*concld*										
Eastern Bengal	*1939-40*	*139,8*	*37,6*	*23,4*	*61 0*	*109 2*	*8,5*	*117,7*	*46,2*	*150,3*
	1940-41	138,4	39,7	24,0	63,7	114,1	9.6	123,7	47,4	147,5
Jodhpur	*1939-40*	*36,0*	*34,9*	*38,8*	*73,7*	*56,9*	*6,1*	*63,0*	*18,2*	*56,1*
	1940-41	36,1	42,3	41,0	83,3	59,6	4,8	64,4	17.6	56,0
Madras and Southern Mahratta	*1939-40*	*187,1*	*28,2*	*47,8*	*76,0*	*202,7*	*74,0*	*276,7*	*24,6*	*155,0*
	1940-41	189,8	26,6	46,9	73,5	160,7	56,5	217,2	21,4	133,4
Mysore State	*1939-40*	*79,6*	*11,8*	*5,5*	*17,3*	*Nil*	*75,1*	*75,1*	*20,7*	*27,3*
	1940-41	85,1	9,0	6,6	15,6	Nil	78.3	78,3	19,4	28.9
Nizam's State	*1939-40*	*61,5*	*2,4*	*3,2*	*5,6*	*36,7*	*1,3*	*38,0*	*8,0*	*26.5*
	1940-41	59,9	2,4	3,2	5,6	36,4	1,6	38,0	7,8	28,4
Rohilkund and Kumaon	*1939-40*	*73,1*	*9,1*	*7,8*	*16,9*	*45,3*	*8,9*	*54,2*	*9,3*	*69,8*
	1940-41	70,5	7,6	8,3	15,9	49,3	11,0	60,3	9,4	81,4
South Indian	*1939-40*	*392,0*	*16,3*	*8,7*	*25,0*	*111,7*	*47,7*	*159 4*	*51,1*	*121,2*
	1940-41	380,4	19,1	9,5	28,6	115,5	50,2	165,7	49,9	132,2
Total 5′ 3¼″ gauge.	*1939-40*	*1,514,4*	*344,4*	*283,2*	*627,6*	*890,5*	*528,8*	*1,419,3*	*303,4*	*1,294,9*
	1940-41	1,496,6	344,9	289,9	634,8	895,6	522,2	1,417,8	301 9	1,302,5
2′ 6″ & 2′ 0″ Gauges.			Total.			Total.			Total.	
Bengal Nagpur	*1939-40*	*58,1*			*49,5*			*55,8*	*99,5*	
	1940-41	62,5			53,9			51 9	89.6	
Bombay, Baroda and Central India.	*1939-40*	*4,8*			*30,6*			*7*	*7,8*	
	1940-41	5,3			29,9			7	7,8	
Eastern Bengal	*1939-40*	*9,6*			*2,4*			*Nil*	*1*	
	1940-41	9,0			2.0			Nil	3	
Great Indian Peninsula	*1939-40*	*3*			*32.8*			*Nil*	*6.0*	
	1940-41	5			34,7			Nil	6,7	
Mysore State	*1939-40*	*5,3*			*12,7*			*1,4*	*1,1*	
	1940-41	2 8			15,7			1,2	1,1	
North Western	*1939-40*	*13,2*			*49,7*			*41,5*	*28,1*	
	1940-41	13,3			44,5			48,1	29,7	
South Indian	*1939-40*	*Nil*			*15,4*			*1*	*1,6*	
	1940-41	Nil			13,7			1	1,4	
Total 2′ 6″ & 2′ 0″ Gauges	*1939-40*	*91,3*			*193,1*			*99,5*	*135,2*	
	1940-41	93,4			194,4			102,0	136,6	
Total Class I Railways	*1939-40*	*4,290,7*			*1,490,3*			*5,644,4*	**5,773,7*	
	1940-41	4,282,0			1,506,8			5,894,3	5,956,2	

*Revised figures.

Class I Railways for the years 1939-40 and 1940-41 (In hundreds)—concld.

Service.					Departmental Engine hours.				Percentage of train Engine hours to Total Engine hours.		
† Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16+19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											3′ 3½″ Gauge—*concld.*
59,4	*25,1*	*3,7*	*283,0*	*320,2*	*2,6*	*53,1*	*55,7*	*658,9*	*62*	*38*	Eastern Bengal.
62,2	27,6	4,5	287,7	327,3	1,7	46,6	48,3	663,3	62	39	
36,8	*52,7*	*8*	*125,9*	*211,4*	*5*	*32,7*	*33,2*	*370,5*	*56*	*42*	Jodhpur.
40,3	50,7	3	136.3	212,4	7	23,6	24,3	373,0	58	45	
52,4	*83,7*	*3*	*292,3*	*563,5*	*3,0*	*26,2*	*29,2*	*885,0*	*73*	*55*	Madras & Southern Mahratta.
55,0	72,2	1,3	292,8	471,0	3,0	26,0	29,0	792,8	73	53	
2,4	*2,4*	*1*	*114,5*	*110,4*	*2*	*3,3*	*3,5*	*228,4*	*80*	*71*	Mysore State.
2,7	2,2	1	116,2	116,1	4	6,5	6,9	239,2	81	69	
20,6	*20,1*	*Nil*	*92,5*	*87,8*	*4*	*19,7*	*20,1*	*200,4*	*69*	*38*	Nizam's State.
19,5	18,7	Nil	89,6	88,3	5	22,2	22,7	200,6	69	37	
13,4	*8,4*	*9*	*104,9*	*141,1*	*2,7*	*23,4*	*26,1*	*272,1*	*76*	*38*	Rohilkund and Kumaon.
13,7	9,6	1,0	101,2	160,6	2,8	24,2	27,0	288,8	75	37	
174,1	*43,0*	*4,1*	*633,5*	*336,4*	*8,3*	*62,8*	*71,1*	*1,041,0*	*64*	*42*	South Indian.
178,8	43,8	4,2	628,2	355,4	9,0	64,1	73,1	1,056,7	63	42	
546,7	*402,9*	*37,3*	*2,703,9*	*3,437,6*	*40,8*	*378,3*	*419,1*	*6,565,6*			Total 3′ 3½″ Gauge.
561,3	393,4	36,7	2,704,7	3,440,3	45,4	375,7	421,1	6,566,1			
Total.					Total.						2′ 6″ & 2′ 0″ Gauges.
31,5						*14,4*	*299,8*				Bengal Nagpur.
32,5						13,3	303,7				
21,9						*1,6*	*67,4*				Bombay, Baroda and Central India.
22,6						1,2	67,5				
5 8						*9*	*18,8*				Eastern Bengal.
6 6						6	18,5				
,6						*1,6*	*45,3*				Great Indian Peninsula.
5,2						4,4	51,5				
2,8						*4*	*23,7*				Mysore State.
2 6						1	23,5				
21,9						*9,0*	*163,4*				North Western.
24,6						6 7	166,9				
8,3						*3*	*25,7*				South Indian.
7,4						Nil	22,6				
96,8						*28,2*	*644,1*				Total 2′ 6″ and 2′ 0″ Gauges.
101,5						26,3	654,2				
3,589,6						*1,376,6*	**22,165,3*				Total Class I Railways.
3,700,4						1,396,5	22,736,2				

* Revised figures.

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

19.—*Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam*

NOTE.—The figures in this statement exclude the millage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND		
											GOODS.		
											Main Lines.		
		Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6 +7.)	Coaching Vehicles. (Cols.3+6.)	Other Vehicles. (Cols. 4+7.)	Total. (Cols. 9 +10.)	Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1939-40*	*94,059*	*2,670*	*96,729*	*1,839*	*29*	*1,868*	*95,898*	*2,699*	*98,597*	*147,417*	*207,421*	*71·1*
	1940-41	95,733	3,732	99,465	1,623	33	1,656	97,356	3,765	101,121	152,977	216,138	70·8
Bombay, Baroda and Central India.	*1939-40*	*50,726*	*12,772*	*63,498*	*7,805*	*923*	*8,728*	*58,531*	*13,695*	*72,226*	*76,168*	*103,561*	*73·8*
	1940-41	51,858	16,644	68,502	7,950	956	8,906	59,808	17,600	77,408	81,169	111,186	73·0
Eastern Bengal	*1939-40*	*75,770*	*3,123*	*78,893*	*3,318*	*Nil*	*3,318*	*79,088*	*3,123*	*82,211*	*46,590*	*63,704*	*73·1*
	1940-41	77,762	2,362	80,124	2,596	Nil	2,596	80,358	2,362	82,720	48,213	62,939	76 6
East Indian	*1939-40*	*249,252*	*9,387*	*258,639*	*19,892*	*428*	*20,320*	*269,144*	*9,815*	*278,959*	*410,667*	*626,588*	*65·5*
	1940-41	251,901	11,375	263,276	19,017	490	19,507	270,918	11,865	282,783	443,392	654,789	67·7
Great Indian Peninsula	*1939-40*	*170,113*	*7,652*	*177,765*	*3,659*	*Nil*	*3,659*	*173,772*	*7,652*	*181,424*	*190,365*	*262,715*	*72·5*
	1940-41	173,047	14,531	187,578	3,646	Nil	3,646	176,693	14,531	191,224	212,787	295,362	72·0
Madras and Southern Mahratta.	*1939-40*	*55,201*	*1,418*	*56,619*	*1,762*	*22*	*1,784*	*56,963*	*1,440*	*58,403*	*72,169*	*102,006*	*70·8*
	1940-41	53,693	1,909	55,602	2,791	26	2,817	56,484	1,935	58,419	77,570	111,187	69·8
Nizam's State	*1939-40*	*12,135*	*440*	*12,575*	*2,858*	*53*	*2,911*	*14,993*	*493*	*15,486*	*24,286*	*35,684*	*68·1*
	1940-41	11,644	589	12,233	3,364	74	3,438	15,008	663	15,671	23,846	35,243	67·7
North Western	*1939-40*	*183,093*	*9,015*	*192,108*	*64,843*	*981*	*65,824*	*247,936*	*9,996*	*257,932*	*221,339*	*300,113*	*73·8*
	1940-41	187,476	15,581	203,057	68,109	1,123	69,232	255,585	16,704	272,289	238,470	326,345	73·1
South Indian	*1939-40*	*31,773*	*634*	*32,407*	*1,354*	*2*	*1,356*	*33,127*	*636*	*33,763*	*19,324*	*24,275*	*79·6*
	1940-41	33,393	745	34,138	1,231	Nil	1,231	34,624	745	35,369	21,420	25,520	83·9
Total 5′ 6″ Gauge	*1939-40*	*922,122*	*47,117*	*969,233*	*107,330*	*2,438*	*109,768*	*1,029,452*	*49,549*	*1,079,001*	*1,208,625*	*1,726 067*	*70·0*
	1940-41	936,507	67,468	1,003,975	110,327	2,702	113,029	1,046,834	70,170	1,117,004	1,299,844	1,838,709	70·7
3′ 3⅜″ GAUGE.													
Assam Bengal	*1939-40*	*6,158*	*77*	*6,235*	*44,718*	*2,756*	*47,474*	*50,876*	*2,833*	*53,709*	*14,342*	*22,413*	*64·0*
	1940-41	6,449	116	6,565	44,541	2,506	47,047	50,990	2,622	53,612	12,534	20,221	62·0
Bengal and North Western.	*1939-40*	*79,933*	*585*	*80,518*	*6,717*	*25*	*6,742*	*86,650*	*610*	*87,260*	*49,436*	*66,340*	*74·5*
	1940-41	78,359	658	79,017	4,515	25	4,540	82,874	683	83,557	54,504	71,363	76·4
Bombay, Baroda and Central India.	*1939-40*	*64,747*	*7,730*	*72,477*	*16,295*	*725*	*17,020*	*81,042*	*8,455*	*89,497*	*55,961*	*80,658*	*69·4*
	1940-41	67,448	7,773	75,221	17,558	775	18,333	85,006	8,548	93,554	64,753	91,097	71·1

and Electric locomotives on Class I Railways for the years 1939-40 and 1940-41. ***(In thousands).***

The mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS (INCLUDING DEPARTMENTAL).			
Goods. *Branch lines.*			Goods proportion of mixed.		Total.									
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12 + 15 + 18).	Total. (Cols. 13 + 16 + 19).	Percentage loaded of total.	Passenger and total mixed.	Goods.	Total. (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5'6" Gauge.
85,730	*144,715*	*59·2*	*3,035*	*4,812*	*236,232*	*350,948*	*66·2*	*781*	*7,821*	*8,602*	*325*	*10,717*	*11,042*	Bengal-Nagpur.
86,412	145,070	59·6	2,375	3,874	241,764	365,082	66·2	896	7,454	8,350	190	10,827	11,017	
8,268	*14,827*	*55·8*	*12,728*	*16,098*	*97,434*	*134,486*	*72·5*	*119*	*1,396*	*1,515*	*1,145*	*2,861*	*4,006*	Bombay, Baroda and Central India.
8,727	16,441	53·1	12,230	15,563	102,126	143,195	71·3	94	1,422	1,516	1,226	3,109	4,335	
3,924	*5,996*	*65·4*	*3,087*	*3,974*	*53,601*	*73,674*	*72·8*	*179*	*20,690*	*20,869*	*222*	*2,154*	*2,376*	Eastern Bengal.
3,807	5,704	66 8	1,296	1,799	53,316	70,442	75·7	189	16,946	17,135	211	2,229	2,440	
54,303	*82,102*	*66·1*	*2,663*	*3,980*	*467,633*	*712,670*	*65 6*	*2,637*	*57,083*	*59,770*	*1,767*	*20,370*	*22,137*	East Indian.
54,740	87,104	62·8	2,757	3,914	530,839	745,307	67·2	3,139	57,937	61,076	1,721	21,264	22,985	
51,451	*82,485*	*62·4*	*3,803*	*5,935*	*245,619*	*351,185*	*69·9*	*161*	*6,449*	*6,610*	*3,261*	*8,569*	*11,830*	Great Indian Peninsula.
54,513	86,850	62·8	3,917	6,180	271,217	388,392	69·8	162	7,117	7,279	3,276	9,265	12,541	
17,370	*21,752*	*79 9*	*2,412*	*3,202*	*91,951*	*126,960*	*72·4*	*400*	*2,187*	*2,587*	*262*	*3,021*	*3,283*	Madras and Southern Mahratta.
16,619	20,754	80·1	4,811	6,055	99,000	137,993	71·7	423	2,688	3,111	307	3,010	3,317	
120	*279*	*42·9*	*2,915*	*4,409*	*27,321*	*40,372*	*67·7*	*31*	*859*	*890*	*208*	*916*	*1,124*	Nizam's State.
278	588	47 3	3,183	4,540	27,307	40,380	67·6	24	1,073	1,097	74	946	1,020	
34,405	*46,567*	*73·9*	*20,446*	*27,724*	*276,130*	*374,404*	*73·8*	*569*	*8,455*	*9,024*	*2,642*	*8,863*	*11,505*	North Western.
37,238	49,523	75·2	20,714	27,526	293,422	403,397	73·5	573	8,704	9,282	2,870	9,655	12,525	
4,915	*6,497*	*75·6*	*1,370*	*1,672*	*25,602*	*32,444*	*78·9*	*10*	*2,103*	*2,113*	*146*	*1,503*	*1,649*	South Indian.
5,618	7,050	79·7	1,383	1,695	28,421	34,175	83·2	8	2,432	2,440	53	1,588	1,641	
260,486	*405,220*	*64 3*	*52,709*	*71,856*	*1,521,620*	*2,203,143*	*69·1*	*4,937*	*107,043*	*111,980*	*9,978*	*58,974*	*68,952*	Total 5' 6" Gauge.
267,952	419,087	63·9	52,666	71,070	1,620,462	2,328,866	69·6	5,513	105,773	111,286	8,928	61,393	71,821	
														3' 3¼" Gauge.
4,893	*7,051*	*69·5*	*24,898*	*33,574*	*44,138*	*63,038*	*70·0*	*120*	*3,671*	*3,791*	*Nil*	*1,232*	*1,232*	Assam Bengal.
4,337	6,185	70·1	28,031	37,223	44,902	63,629	70·6	134	2,802	2,936	2	1,266	1,268	
30,955	*42 640*	*72·6*	*2,101*	*3,002*	*82 402*	*111,982*	*73·7*	*75*	*13,658*	*13,733*	*7,387*	*3,297*	*10,684*	Bengal and North Western.
32,074	43,071	74·5	1,438	2,104	88 066	116,638	75·6	68	13,712	13,780	6,744	4,669	11,413	
49,163	*71,850*	*68·4*	*12,128*	*16,093*	*117,252*	*168,601*	*69·5*	*40*	*1,519*	*1,559*	*1,084*	*3,575*	*4,659*	Bombay, Baroda and Central India.
49,627	69,610	71·3	11,429	14,752	125,809	175,459	71·7	50	1,676	1,726	951	3,890	4,841	

19.—*Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam*

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total. (Cols. 3 + 4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Other Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Total. (Cols. 6 + 7.)	TOTAL PASSENGER AND PROPORTION OF MIXED Coaching Vehicles. (Cols. 3 + 6.)	TOTAL PASSENGER AND PROPORTION OF MIXED Other Vehicles. (Cols. 4 + 7.)	TOTAL PASSENGER AND PROPORTION OF MIXED Total. (Cols. 9 + 10.)	GOODS AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—*concld.*													
Eastern Bengal	*1939-40*	*49,381*	*1,092*	*50,973*	*12,133*	*Nil*	*12,133*	*62,014*	*1,092*	*63,106*	*40,666*	*58,649*	*69·3*
	1940-41	50,009	996	51,005	13,005	Nil	13,005	63,014	996	64,010	44,609	64,058	69·7
Jodhpur	*1939-40*	*10,069*	*273*	*10,342*	*11,385*	*542*	*11,927*	*21,454*	*815*	*22,269*	*22,136*	*32,762*	*67·7*
	1940-41	10,152	397	10,549	12,610	605	13,215	22,762	1,002	23,764	24,201	33,653	71·9
Madras and Southern Mahratta.	*1939-40*	*47,766*	*427*	*48,193*	*7,129*	*109*	*7,238*	*54,895*	*536*	*55,431*	*47,544*	*66,164*	*71·9*
	1940-41	47,940	462	48,402	6,553	119	6,672	54,493	581	55,074	39,836	54,113	73·6
Mysore State	*1939-40*	*14,828*	*129*	*14,957*	*2,216*	*44*	*2,260*	*17,044*	*173*	*17,217*	*Nil*	*Nil*	*Nil*
	1940-41	16,008	138	16,146	1,581	18	1,599	17,589	156	17,745	Nil	Nil	Nil
Nizam's State	*1939-40*	*13,307*	*593*	*13,900*	*363*	*3*	*366*	*13,670*	*596*	*14,266*	*13,351*	*17,301*	*77·2*
	1940-41	13,536	626	14,162	384	3	387	13,920	629	14,549	13,738	17,523	78·4
P Rohilkund and Kumaon	*1939-40*	*14,006*	*175*	*14,181*	*1,794*	*15*	*1,809*	*15 800*	*190*	*15,990*	*9,129*	*14,599*	*62·5*
	1940-41	14,318	204	14,522	1,475	13	1,488	15,793	217	16,010	10,404	16,215	64·2
South Indian	*1939-40*	*95,738*	*1,089*	*96,827*	*2,710*	*1*	*2,711*	*98,448*	*1,090*	*99,538*	*42,189*	*57,408*	*73·5*
	1940-41	91,456	803	92,259	2,801	1	2,802	94,257	804	95,061	46,304	61,686	75·1
Total 3' 3⅜" Gauge	*1939-40*	*396,433*	*12,170*	*408,603*	*105,460*	*4,220*	*109,680*	*501,893*	*16,390*	*518,283*	*294,804*	*416,294*	*70·8*
	1940-41	395,675	12,173	407,848	105,023	4,065	109,088	500,698	16,238	516,936	310,943	429,929	72·3

		Total	Total	Total	Total Main and Branch Lines. Loaded.	Total.	Percentage loaded of Total.
2' 0" & 2' 6" GAUGES.							
Bengal-Nagpur	*1939-40*	*14,858*	*7,388*	*22,246*	*8,990*	*14,054*	*64·0*
	1940-41	14,658	7,597	22,255	7,956	12,425	64·0
Bombay, Baroda and Central India.	*1939-40*	*676*	*2,648*	*3,324*	*26*	*51*	*49·6*
	1940-41	670	2,699	3,369	38	68	56·0
Eastern Bengal	*1939-40*	*950*	*227*	*1,177*	*Nil*	*Nil*	*Nil*
	1940-41	1,002	195	1,197	Nil	Nil	Nil
Great Indian Peninsula	*1939-40*	*44*	*3,581*	*3,625*	*Nil*	*Nil*	*Nil*
	1940-41	87	3,749	3,836	Nil	Nil	Nil
Mysore State	*1939-40*	*373*	*1,124*	*1,497*	*74*	*137*	*54·0*
	1940-41	213	1,240	1,453	52	104	50·0
North Western	*1939-40*	*1,695*	*6,110*	*7,805*	*2,448*	*4,611*	*53·1*
	1940-41	1,994	5,902	7,896	3,212	6,038	53·2
South Indian	*1939-40*	*1*	*1,731*	*1 732*	*10*	*16*	*60·3*
	1940-41	4	1,536	1,540	7	9	76·6
Total 2' 6" & 2' 0" Gauges	*1939-40*	*18,597*	*22,809*	*41,406*	*11,548*	*18,869*	*61·2*
	1940-41	18,628	22,918	41,546	11,265	18,644	60·4
Total Class I Railways	*1939-40*	*1,396,433*	*242,257*	*1,638,690*	*1,903,353*	*2,745,228*	*69·3*
	1940-41	1,430,451	245,035	1,675,486	2,018,408	2,880,529	70·1

and Electric locomotives on Class I Railways for the years 1939-40 and 1940-41. (In thousands)—concld.

The Mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total. (Cols. 23+24)	Passenger and total mixed.	Goods.	Total. (Cols. 26+27.)	
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3½″ Gauge—*concld.*
2,039	*2,675*	*76·2*	*5,401*	*7,541*	*48,106*	*68,865*	*69·9*	*194*	*16,885*	*17,079*	*447*	*1,727*	*2,174*	Eastern Bengal.
2,153	2,933	73·4	5,553	7,851	52,375	74,842	70·0	158	13,829	13,987	368	1,762	2,130	
898	*1,615*	*55·6*	*10,038*	*13,668*	*33,122*	*48,045*	*68·9*	*38*	*3,749*	*3,787*	*1,231*	*839*	*2,070*	Jodhpur.
662	1,134	58·4	9,897	13,056	34,760	47,843	72·7	46	793	839	1,250	739	1,989	
11,947	*16,184*	*73·8*	*9,037*	*12,193*	*68,528*	*94,541*	*72·5*	*247*	*1,980*	*2,227*	*593*	*5,781*	*6,374*	Madras and Southern Mahratta.
10,322	13,224	78·1	8,908	11,769	59,066	79,106	74·7	259	2,010	2,269	560	4,742	5,302	
14,868	*18,382*	*80·9*	*891*	*1,187*	*15,759*	*19,569*	*80·5*	*Nil*	*65*	*65*	*2,598*	*1,502*	*4,100*	Mysore State.
14,904	17,819	83·6	823	1,097	15,727	18,916	83·1	Nil	55	55	2,621	1,507	4,128	
210	*342*	*61·5*	*357*	*525*	*13,918*	*18,168*	*76·6*	*28*	*973*	*1,001*	*343*	*979*	*1,322*	Nizam's State.
211	353	59·8	392	558	14,341	18,434	77·8	35	1,484	1,519	324	999	1,323	
1,438	*2,391*	*60·1*	*879*	*1,559*	*11,446*	*18,549*	*61·7*	*69*	*1,597*	*1,666*	*1,588*	*549*	*2,137*	Rohilkund and Kumaon.
1,575	2,819	55·9	902	1,590	12,881	20,624	62·5	76	1,845	1,921	1,397	579	1,976	
11,474	*15,648*	*73·3*	*1,414*	*1,852*	*55,077*	*74,908*	*73·5*	*34*	*8,612*	*8,646*	*128*	*3,986*	*4,114*	South Indian.
12,539	17,012	73·7	1,407	1,843	60,250	80,541	74·8	42	9,140	9,182	128	4,284	4,412	
127,890	*178,778*	*71·5*	*67,144*	*91,194*	*489,838*	*686,266*	*71·4*	*845*	*52,709*	*53,554*	*15,299*	*23,467*	*38,866*	Total 3′ 3½″ Gauge.
128,404	174,160	73·7	68,830	91,843	508,177	695,932	73·0	868	47,346	48,214	14,345	24,437	38,782	
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
			4,952	*6,090*	*13,942*	*20,144*	*69·2*	*2,166*			*896*			Bengal Nagpur.
			5,406	6,660	13,362	19,085	70·0	1,966			911			
			1,334	*2,090*	*1,360*	*2,141*	*63·5*	*131*			*282*			Bombay, Baroda and Central India.
			1,296	2,006	1,334	2,074	64·3	126			276			
			34	*41*	*34*	*41*	*82·1*	*30*			*57*			Eastern Bengal.
			29	41	29	41	70·3	15			62			
			2,018	*2,645*	*2,018*	*2,645*	*76·3*	*237*			*21*			Great Indian Peninsula.
			2,056	2,656	2,056	2,656	77·4	875			55			
			585	*770*	*659*	*907*	*72·7*	*8*			*271*			Mysore State.
			595	789	647	893	72·5	Nil			254			
			3,530	*5,100*	*5,978*	*9,711*	*61·6*	*568*			*1,212*			North Western.
			3,252	4,409	6,464	10,447	61·9	379			1,239			
			545	*762*	*555*	*778*	*71·3*	*21*			*6*			South Indian.
			541	738	548	747	73·4	1			3			
			12,998	*17,498*	*24,546*	*36,367*	*67·5*	*3,161*			*2,745*			Total 2′ 6″ and 2′ 0″ Gauges.
			13,175	17,299	24,440	35,943	68·0	3,362			2,890			
			132,651	*150,548*	*2,036,004*	*2,925,776*	*69·6*	*168,695*			*110,563*			Total Class I Railways.
			134,671	180,212	2,153,079	3,060,741	70·3	162,862			113,403			

20.—*Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on* **Class I Railways** *for the years 1939-40 and 1940-41.*

NOTE:—The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Average speed of Goods Trains. Through Goods Trains. Train miles per Train Engine hour. Main Lines.		Branch Lines.		Total.		All Goods Trains. Train miles per Train Engine hour. Main Lines.		Branch Lines.		Total.	
Year.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.
	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*14·8*	14·9	*12·3*	12·4	*13·6*	13·7	*12·4*	12·5	*11·0*	11·2	*11·8*	11·9
Bombay, Baroda and Central India	*12·3*	12·1	*10·5*	10·4	*12·0*	11·8	*11·5*	11·2	*10·4*	10·2	*11·3*	11·1
Eastern Bengal	*14·0*	14·1	*11·9*	8·70	*14·0*	13·8	*10·0*	9·47	*6·85*	6·94	*9·56*	9·13
East Indian	*10·8*	10·9	*8·24*	9·22	*10·6*	10·8	*9·80*	9·90	*7·42*	7·82	*9·29*	9·46
Great Indian Peninsula—Steam	*17·1*	16·7	*14·0*	13·7	*15·8*	15·6	*14·0*	13·6	*12·1*	11·6	*13·3*	12·9
Great Indian Peninsula—Electric	*21·6*	20·0	*Nil*	Nil	*21·6*	20·0	*17·4*	16·3	*Nil*	Nil	*17·4*	16·3
Madras and Southern Mahratta	*13·7*	13·6	*12·7*	12·6	*13·6*	13·5	*11·4*	11·7	*10·0*	9·83	*11·0*	11·2
Nizam's State	*13·3*	14·1	*13·7*	11·9	*13·3*	14·0	*11·6*	12·0	*13·6*	11·7	*11·6*	12·0
North Western	*14·7*	13·5	*Nil*	Nil	*14·7*	13·5	*11·0*	10·4	*10·5*	9·97	*10·9*	10·3
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·8*	10·8	*11·7*	10·9	*11·1*	10·8
Average for 5′ 6″ gauge—Steam	*	*	*	*	*	*	*11·4*	*11·2*	*10·5*	10·5	*11·2*	*11·1*
Average for 5′ 6″ gauge—Electric	*21·6*	20·0	*Nil*	Nil	*21·6*	20·0	*17·4*	16·3	*Nil*	Nil	*17·4*	16·3
3′ 3⅜″ GAUGE.												
Assam Bengal	*15·4*	16·5	*11·5*	11·4	*13·6*	14·4	*12·7*	14·5	*10·6*	10·6	*11·8*	*12·8*
Bengal and North Western	*12·1*	11·7	*9·68*	9·17	*11·5*	10·8	*10·1*	9·79	*9·25*	9·33	*9·71*	9·56
Bombay Baroda and Central India	*11·4*	11·5	*11·9*	12·2	*11·6*	11·8	*11·8*	10·8	*10·6*	10·4	*10·7*	10·6
Eastern Bengal	*14·5*	14·8	*12·0*	12·5	*14·5*	14·8	*11·1*	11·4	*9·42*	9·05	*11·0*	11·2
Jodhpur	*14·2*	14·0	*12·3*	13·5	*13·6*	13·8	*9·35*	8·89	*11·1*	10·6	*9·52*	9·01
Madras and Southern Mahratta	*10·9*	11·5	*10·2*	11·0	*10·7*	11·4	*10·2*	10·3	*9·32*	9·62	*10·0*	10·1
Mysore State	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*6·90*	6·66	††	††	*6·90*	6·66
Nizam's State	*14·3*	14·0	*11·0*	11·2	*14·2*	14·0	*11·3*	11·2	*9·51*	9·52	*11·2*	11·1
Rohilkund and Kumaon	*9·40*	8·63	*11·0*	9·51	*9·66*	8·78	*9·40*	8·63	*11·0*	9·51	*9·66*	8·78
South Indian †	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*12·7*	12·1	*10·8*	11·0	*11·4*	11·8
Average for 3′ 3⅜″ gauge	*	*	*	*	*	*	*11·8*	11·9	*9·36*	9·27	*10·9*	10·9

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains. *1939-40.*	1940-41.
Bengal Nagpur	*9·32*	9·07
Bombay, Baroda and Central India	*6·43*	6·88
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*Nil*	Nil
Mysore State	*1·86*	1·38
North Western	*8·41*	8·62
South Indian	*10·9*	13·1
Average for 2′ 6″ and 2′ 0″ gauges	*9·19*	9·08

* Information not available.
† Includes figures for Electric.
†† Included in main line.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1939-40 and 1940-41.*

NOTE:—The figures in this statement are worked out by excluding the train mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1939-40*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*5·69*	5·21	*0·96*	1·14	*1·10*	1·48	*38·0*	39·6	*9·33*	9·08	*10·8*	10·7
Bombay, Baroda and Central India	*4·38*	4·33	*3·07*	4·26	*3·11*	4·37	*32·6*	32·3	*2·31*	2·95	*2·42*	3·07
Eastern Bengal	*6·85*	6·85	*0·70*	0·61	*0·70*	0·61	*54·9*	56·0	*5·12*	5·21	*6·12*	6·42
East Indian	*4·67*	4·89	*2·87*	2·83	*3·16*	3·31	*33·5*	32·7	*8·49*	8·30	*9·33*	9·26
Great Indian Peninsula	*3·33*	3·70	*1·59*	1·52	*2·84*	2·69	*29·7*	29·3	*4·11*	4·27	*5·81*	5·99
Madras and Southern Mahratta	*3·94*	4·45	*2·03*	2·97	*2·07*	3·14	*30·9*	28·5	*7·76*	8·51	*8·09*	8·66
Nizam's State	‡*6·80*	8·15	*2·25*	3·80	*2·56*	4·02	‡*26·8*	28·1	*10·6*	12·1	*11·3*	12·6
North Western	*6·89*	7·77	*1·20*	1·28	*1·50*	1·75	*27·4*	27·4	*4·80*	4·95	*5·65*	5·97
South Indian	*3·19*	3·02	*0·32*	0·37	*0·38*	0·80	*33·6*	36·6	*4·41*	4·67	*5·10*	6·16
Average for 5′ 6″ gauge	*5·12*	5·44	*1·77*	1·91	*2·14*	2·41	*33·0*	32·8	*6·69*	6·72	*7·70*	7·84
3′ 3⅜″ GAUGE.												
Assam Bengal	*5·79*	8·07	*1·59*	1·91	*1·69*	2·03	*27·4*	28·1	*4·57*	4·50	*5·22*	5·15
Bengal and North Western	*3·77*	3·74	*0·78*	0·78	*1·12*	1·51	*57·5*	56·6	*2·68*	2·43	*4·00*	3·80
Bombay, Baroda and Central India	*5·27*	4·97	*0·87*	0·84	*1·23*	1·25	*27·1*	25·5	*1·54*	1·47	*2·99*	2·84
Eastern Bengal	*7·50*	7·69	*0·43*	0·63	*0·45*	0·68	*45·8*	42·4	*1·24*	1·66	*2·38*	2·44
Jodhpur	*7·61*	6·90	*0·63*	1·51	*1·73*	2·25	*23·8*	24·0	*6·26*	3·08	*7·03*	3 78
Madras and Southern Mahratta	*3·09*	2·69	*0·69*	0·86	*0·72*	0·92	*22·9*	23·8	*5·73*	6·25	*6·84*	7·16
Mysore State	*11·4*	11·0	*0·32*	0·32	*0·75*	1·00	*25·2*	25·3	*0·74*	0·84	*1·35*	1·34
Nizam's State	*3·52*	3·19	*2·37*	2·62	*2·61*	2·69	*27·9*	29·8	*7·66*	6·84	*7·96*	7·07
Rohilkund and Kumaon	*3·29*	3·50	*1·36*	1·58	*2·00*	2·25	*52·6*	58·3	*1·36*	1·99	*1·92*	2·73
South Indian	*3·47*	3·48	*0·63*	0·57	*0·87*	0·88	*31·4*	32·0	*1·45*	1·01	*1·61*	1·16
Average for 3′ 3⅜″ gauge	*4·83*	4·88	*0 83*	0·92	*1·10*	1·30	*33 6*	34·0	*3·17*	2·86	*4·16*	3·77

† Other engine miles per 100 train miles.

Year.	*1939-40.*	1940-41.
2′ 6″ AND 2′ 0″ GAUGES.		
Bengal Nagpur	*25·8*	25·4
Bombay, Baroda and Central India	*12·6*	13·1
Eastern Bengal	*0·42*	1·06
Great Indian Peninsula	*6·27*	6·61
Mysore State	*12·3*	13·4
North Western	*20·7*	24·2
South Indian	*4·86*	4·91
Average for 2′ 6″ and 2′ 0″ gauges	*19·0*	19·9

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.
‡ Revised figures.

22.—*Statement of Engine Usage on Class I*

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1939-40*	*739*	*648*	*126*	*522*	*18*	*1*	*85*	*8*	*239*
	1940-41	739	634	100	534	24	3	91	8	240
Bombay, Baroda and Central India.	*1939-40*	*375*	*‖350*	*74*	*275*	*2*	*1*	*60*	*27*	*75*
	1940-41	375	‖350	69	280	2	1	64	27	80
Eastern Bengal	*1939-40*	*312*	*293*	*47*	*243*	*8*	*1*	*99*	*13*	*50*
	1940 41	312	290	40	243	28	1	99	8	50
East Indian	*1939-40*	*1,560*	***1,575*	*247*	*1,328*	*2*	*Nil*	*304*	*43*	*484*
	1940-41	1,603	**1,616	234	1,382	37	Nil	304	44	497
Great Indian Peninsula. — Steam	*1939-40*	**663*	**658*	*109*	**549*	*58*	*12*	*140*	*14*	*182*
	1940-41	*663	*658	117	*541	57	4	137	14	191
† Electric	*1939-40*	*66*	*66*	*11*	*55*	*10*	*1*	*19*	*Nil*	*14*
	1940-41	66	66	10	56	8	Nil	19	Nil	16
Madras and Southern Mahratta.	*1939-40*	*299*	*302*	*69*	*233*	*16*	*2*	*87*	*8*	*81*
	1940-41	297	301	49	245	23	2	80	11	72
Nizam's State	*1939-40*	*85*	*(b) 84*	*(b) 13*	*71*	*Nil*	*Nil*	*14*	*9*	*23*
	1940-41	85	84	11	73	Nil	Nil	13	9	22
North Western	*1939-40*	*1,127*	*1,161*	*216*	*945*	*73*	*41*	*200*	*101*	*254*
	1940-41	1,156	1,132	245	887	62	18	193	106	256
South Indian	*1939-40*	*152*	*1 53*	*20*	*133*	*7*	*Nil*	*58*	*5*	*29*
	1940-41	152	153	17	137	16	9	58	4	29
Total 5′ 6″ Gauge — Steam	*1939-40*	*5,362*	*(b)5,224*	*(b)921*	*4,299*	..	..	*1,047*	*228*	*1,417*
	1940-41	5,382	5,218	882	4,322	..	..	1,039	231	1,437
† Electric	*1939-40*	*66*	*66*	*11*	*55*	*10*	*1*	*19*	*Nil*	*14*
	1940-41	66	66	10	56	8	Nil	19	Nil	16
3′ 3¾″ Gauge.										
Assam Bengal	*1939-40*	*201*	*203*	*20*	*183*	*3*	*1*	*6*	*80*	*28*
	1940-41	201	203	19	184	14	3	6	78	24
Bengal and North Western	*1939-40*	*364*	*393*	*22*	*371*	*15*	*2*	*116*	*24*	*79*
	1940-41	364	396	22	374	32	3	124	16	84
Bombay, Baroda and Central India.	*1939-40*	*490*	*464*	*80*	*384*	*35*	*19*	*105*	*38*	*103*
	1940-41	490	474	83	391	53	28	100	37	109

*This includes 7 engines used exclusively by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
‡Includes one engine employed in workshop shunting.
‖Includes one Engine exclusively allotted to Dohad Workshops, one Diesel Electric & 2 Battery Locomotives
** Includes engines taken on loan from other Railways.
(*b*) Revised figures.

Railways for the years 1939-40 and 1940-41.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
28	*84*	*444*	*70*	*481*	*199*	*143*	*120*	*133*	*92*	*19,115*	*30,135*	*12·0*	B. N.
26	87	452	69	483	(a)190	(a)150	121	(a)133	(a) 96	20,774	31,337	(a)12·0	
14	*46*	*222*	*52*	*250*	*171*	*103*	*93*	*107*	*68*	*13,783*	*23,602*	*7·80*	B., B. & C. I.
13	47	231	48	265	170	105	95	109	71	14,615	24,024	8·14	
13	*48*	*223*	*16*	*242*	*153*	*107*	*98*	*122*	*94*	*9,816*	*14,404*	*10·9*	E. B.
12	48	217	10	236	153	116	101	123	92	9,849	14,390	10·5	
82	*269*	*1,182*	*145*	*1,258*	*150*	*117*	*91*	*103*	*77*	*17,326*	*25,446*	*9·57*	E. I.
84	277	1,206	165	1,279	150	113	92	103	77	18,266	27,010	9·38	
**27*	*83*	**446*	*67*	*476*	*203*	*111*	*122*	*138*	*93*	*¶17,440*	*¶27,649*	*9·15*	G.I.P. Steam.
*28	85	*455	51	491	209	117	128	142	98	¶19,549	¶30,416	10·1	
1	*6*	*40*	*8*	*48*	*230*	*Nil*	*167*	*186*	*113*	*¶29,664*	*¶52,313*	*9·93*	G.I.P. Elec. †
2	6	43	10	49	232	Nil	162	181	118	¶30,559	¶50,267	10·4	
12	*30*	*218*	*9*	*231*	*136*	*119*	*100*	*109*	*81*	*16,876*	*25,802*	*10·4*	M. & S. M.
17	30	210	18	227	144	118	114	116	81	18,974	30,304	9·91	
6	*7*	*59*	*12*	*67*	*168*	*119*	*109*	*(b)120*	*85*	*18,206*	*30,251*	*10·2*	N. S.
6	8	58	15	65	163	116	111	119	82	17,630	30,231	9·79	
26	*123*	*704*	*180*	*763*	*157*	*172*	*92*	*119*	*72*	*11,464*	*20,093*	*7·83*	N. W.
29	134	718	130	791	165	175	100	123	78	13,177	22,278	9·04	
8	*7*	*107*	*23*	*117*	*141*	*116*	*93*	*119*	*83*	*10,851*	*18,516*	*8·82*	S. I.
8	6	105	20	112	143	140	103	126	86	12,283	21,243	8·99	
216	*697*	*3,605*	*574*	..	*163*	*140*	*101*	*117*	*81*	*15,776*	*24,862*		Total 5′ 6″ Gauge. Steam.
223	722	3,652	526	..	165	143	105	119	83	17,154	26,661		
1	*6*	*40*	*8*	*48*	*230*	*Nil*	*167*	*186*	*113*	*29,664*	*52,313*		Elec.†
2	6	43	10	49	232	Nil	162	181	118	30,559	50,267		
													3′ 3⅜″ GAUGE
7	*28*	*149*	*31*	*163*	*201*	*116*	*109*	*110*	*81*	*6,224*	*9,131*	*8·79*	A. B.
7	28	143	33	158	189	116	113	110	78	6,594	10,094	8·57	
30	*42*	*291*	*74*	*327*	*130*	*84*	*109*	*108*	*84*	*7,877*	*12,653*	*8·86*	B. & N. W.
31	43	298	70	330	121	87	109	106	85	8,105	12,598	8·88	
18	*46*	*310*	*47*	*352*	*118*	*102*	*99*	*99*	*67*	*8,169*	*13,533*	*7·94*	B., B. & C. I.
17	48	311	36	340	124	111	100	103	67	8,972	15,095	8·13	

¶ Locomotive days of Shunting engines are charged wholly to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

(a) Inclusive of miles and hours of B. N. Railway Engines working M. & S. M. Railway trains.

22.—*Statement of Engine Usage on* Class I

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ Gauge—*concld.*										
Eastern Bengal	*1939-40*	*207*	*207*	*35*	*171*	*10*	*4*	*53*	*22*	*35*
	1940-41	207	205	30	174	13	4	54	23	37
Jodhpur	*1939-40*	*103*	*103*	*9*	*94*	*Nil*	*Nil*	*15*	*27*	*19*
	1940-41	103	103	9	94	Nil	Nil	15	31	18
Madras and Southern Mahratta.	*1939-40*	*305*	*320*	*60*	*260*	*12*	*1*	*74*	*27*	*96*
	1940-41	305	321	51	259	22	6	77	25	79
Mysore State	*1939-40*	*78*	*71*	*15*	*71*	*Nil*	*Nil*	*29*	*8*	*21*
	1940-41	78	86	19	66	Nil	Nill	29	6	19
Nizam's State	*1939-40*	*87*	*(b) 78*	*9*	*(b) 69*	*Nil*	*Nil*	*21*	*2*	*12*
	1940-41	87	78	9	69	Nil	Nil	21	2	12
Rohilkund and Kumaon	*1939-40*	*75*	*89*	*(b) 7*	*82*	*Nil*	*Nil*	*25*	*7*	*14*
	1940-41	75	89	7	82	Nil	Nil	26	6	15
South Indian	*1939-40*	*401*	*‡398*	*49*	*350*	*29*	*11*	*169*	*12*	*64*
	1940-41	401	‡389	46	343	35	16	161	11	67
Total 3′ 3⅜″ Gauge	*1939-40*	*2,311*	*(b)2,326*	*(b)306*	*(b)2,035*	..	..	*613*	*247*	*471*
	1940-41	2,311	2,344	295	2,036	..	..	613	235	464
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1939-40*	*116*	*112*	*27*	*85*	*Nil*	*Nil*	*23*	*14*	*19*
	1940-41	116	111	25	86	3	Nil	22	17	16
Bombay, Baroda and Central India.	*1939-40*	*28*	*27*	*5*	*22*	*Nil*	*Nil*	*2*	*15*	*Nil*
	1940-41	28	27	6	21	Nil	Nil	2	14	Nil
Eastern Bengal	*1939-40*	*9*	*9*	*2*	*7*	*Nil*	*Nil*	*5*	*1*	*Nil*
	1940 41	9	9	1	8	1	Nil	5	1	Nil
Great Indian Peninsula	*1939-40*	*22*	*21*	*5*	*16*	*2*	*Nil*	*Nil*	*11*	*Nil*
	1940-41	22	21	5	16	1	Nil	Nil	11	Nil
Mysore State	*1939-40*	*18*	*13*	*5*	*13*	*Nil*	*Nil*	*3*	*4*	*1*
	1940-41	18	18	7	11	Nil	Nil	1	5	1
North Western	*1939-40*	*100*	*100*	*15*	*85*	*24*	*13*	*4*	*20*	*16*
	1940-41	100	100	17	83	22	8	5	17	18
South Indian	*1939-40*	*11*	*11*	*1*	*10*	*2*	*Nil*	*Nil*	*6*	..
	1940-41	11	11	2	9	3	2	Nil	4	..
Total 2′ 6″ and 2′ 0″ Gauges	*1939 40*	*304*	*293*	*60*	*238*	..	..	*37*	*71*	*36*
	1940 41	304	297	63	234	..	..	35	69	35

‡ Includes 2 Engines employed in workshop Shunting.
(*b*) Revised figures.

Railways for the years 1939-40 and 1940-41—concld.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3′ 3½″ GAUGE —*concld.*
12	*31*	*153*	*10*	*165*	*131*	*120*	*106*	*112*	*84*	*7,513*	*11,804*	*10·6*	E. B.
8	30	152	11	166	131	120	108	115	85	8,197	12,350	10·5	
5	*10*	*76*	*18*	*89*	*132*	*121*	*102*	*106*	*82*	*8,624*	*12,537*	*10·8*	Jodhpur.
5	10	79	15	86	133	113	100	105	81	9,618	13,606	10·9	
8	*31*	*236*	*21*	*254*	*131*	*100*	*91*	*103*	*76*	*6,548*	*9,348*	*9·30*	M. & S. M.
10	28	219	25	243	132	104	87	102	69	5,894	8,931	8·39	
1	*5*	*64*	*7*	*67*	*140*	*71*	*102*	*121*	*121*	*8,996*	*8,996*	*8·79*	Mysore State.
2	5	61	5	67	141	79	116	127	90	7,760	11,526	9·93	
4	*8*	*47*	(b)*22*	*55*	*162*	*101*	*108*	*121*	(b)*73*	*6,659*	*13,736*	*7·40*	N. S.
4	8	47	22	56	159	111	112	122	74	7,309	14,625	7·97	
2	*13*	*61*	*21*	*70*	*145*	*97*	*113*	*120*	*82*	*5,876*	*9,495*	*9·07*	R. & K.
3	13	63	19	71	134	103	112	117	83	6,542	10,489	9·60	
18	*15*	*278*	*53*	*303*	*119*	*77*	*92*	*107*	*75*	*6,239*	*10,903*	*8·15*	S. I.
18	15	272	48	287	121	94	94	110	77	6,710	11,649	8·44	
105	*229*	*1,665*	(b)*304*	..	*129*	*106*	*100*	*107*	*78*	*7,467*	*11,410*		TOTAL 3′ 3¼″ GAUGE.
105	228	1,645	284	..	128	110	101	108	77	7,637	12,157		
													2′ 6″ & 2′ 0″ GAUGES.
3	*11*	*70*	*15*	*79*	*101*	*122*	*86*	*99*	*62*	*2,431*	*4,308*	*9·67*	B. N.
3	11	69	16	81	114	101	92	100	63	2,350	4,140	9·72	
Nil	*Nil*	*17*	*5*	*20*	*94*	*78*	*Nil*	*81*	*50*	*2,288*	*2,288*	*8·37*	B. B. & C.I.
Nil	Nil	16	5	19	98	78	Nil	81	49	1,630	1,630	8·81	
Nil	*Nil*	*6*	*1*	*8*	*58*	*66*	*Nil*	*61*	*39*	*363*	*1,126*	*6·89*	E. B.
Nil	Nil	6	1	8	57	66	Nil	60	39	398	1,025	6·50	
Nil	*1*	*12*	*3*	*16*	*Nil*	*116*	*Nil*	*114*	*65*	*1,461*	*2,435*	*7·74*	G. I. P.
1	1	13	3	16	Nil	116	Nil	111	69	1,580	3,161	8·82	
Nil	*Nil*	*8*	*5*	*9*	*	*	*	*	*	*	*	*4·99*	Mysore State.
Nil	Nil	7	4	9	*	*	*	*	*	*	*	5·85	
2	*4*	*46*	*22*	*60*	*94*	*89*	*64*	*80*	*37*	*972*	*2,326*	*5·25*	N. W.
2	4	46	22	62	82	95	73	82	38	1,092	2,536	5·51	
..	*Nil*	*6*	*3*	*7*	*120*	*79*	*71*	*79*	*44*	*1,282*	*2,389*	*7·35*	S. I.
..	Nil	4	2	5	174	104	99	104	38	1,212	3,263	6·94	
5	*16*	*165*	*54*	..	*94*	*97*	*76*	*90*	*50*	*1,737*	*3,511*		TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
6	16	161	53	..	100	97	83	92	51	1,652	3,160		

* Information not available.

23.—*Statement of Loads of Trains of Class I Railways for the years 1939-40 and 1940-41.*

Note.— The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1939-40*	*16*	*409*	*28*	*40*	*71·1*	*25*	*42*	*59·2*	*400*	*890*	*780*
	1940-41	16	414	29	40	70·8	25	42	59·6	414	908	798
Bombay, Baroda and Central India.	*1939-40*	*18*	*412*	*37*	*50*	*74·0*	*24*	*42*	*57·1*	*377*	*934*	*842*
	1940-41	19	426	37	51	72·5	22	42	52·4	378	943	849
Eastern Bengal	*1939-40*	*15*	*341*	*33*	*45*	*73·1*	*24*	*37*	*65·4*	*274*	*754*	*665*
	1940-41	15	352	32	42	76·6	23	34	66·8	272	747	659
East Indian	*1939-40*	*16*	*388*	*34*	*53*	*65·5*	*22*	*33*	*66·1*	*462*	*1,041*	*934*
	1940-41	16	395	36	53	67·7	21	33	62·8	483	1,064	958
Great Indian Peninsula — Steam	*1939-40*	*15*	*406*	*33*	*46*	*71·8*	*22*	*35*	*62·4*	*353*	*875*	*759*
	1940-41	16	417	33	46	71·3	23	36	62·8	369	900	783
Great Indian Peninsula — Electric	*1939-40*	*19*	*507*	*39*	*50*	*76·9*	*Nil*	*Nil*	*Nil*	*415*	*1,055*	*915*
	1940-41	19	509	38	49	77·0	Nil	Ni	Nil	428	1,057	918
Madras and Southern Mahratta.	*1939-40*	*14*	*384*	*38*	*53*	*70·8*	*29*	*36*	*79·9*	*386*	*966*	*848*
	1940-41	14	397	39	56	69·8	31	38	80·1	405	1,005	881
Nizam's State	*1939-40*	*15*	*407*	*32*	*47*	*68·1*	*16*	*37*	*42·9*	*371*	*893*	*764*
	1940-41	17	453	33	48	67·7	17	37	47·3	379	915	789
North Western	*1939-40*	*17*	*383*	*37*	*50*	*73·8*	*23*	*31*	*73·9*	*298*	*777*	*681*
	1940-41	18	393	37	50	73·1	23	31	75·2	315	797	701
South Indian	*1939-40*	*11*	*281*	*32*	*41*	*79·6*	*23*	*30*	*75·6*	*286*	*755*	*660*
	1940-41	12	291	34	41	83·9	26	32	79·7	305	776	677
Average for 5′ 6″ gauge — Steam	*1939-40*	*16*	*385*	*34*	*48*	*69·9*	*23*	*37*	*64·3*	*383*	*917*	*805*
	1940-41	16	395	34	49	70·6	23	37	63·9	398	939	825
Average for 5′ 6″ gauge — Electric	*1939-40*	*19*	*507*	*39*	*50*	*76·9*	*Nil*	*Nil*	*Nil*	*415*	*1,055*	*915*
	1940-41	19	509	38	49	77·0	Nil	Nil	Nil	428	1,057	918
3′ 3⅜″ Gauge.												
Assam Bengal	*1939-40*	*14*	*274*	*24*	*37*	*64·0*	*14*	*20*	*69·5*	*123*	*341*	*282*
	1940-41	17	294	23	37	62·0	14	20	70·1	134	361	303
Bengal and North Western.	*1939-40*	*15*	*212*	*35*	*48*	*72·9*	*23*	*32*	*71·8*	*195*	*435*	*384*
	1940-41	15	200	36	47	76·5	23	31	70·9	193	437	386
Bombay, Baroda and Central India.	*1939-40*	*17*	*232*	*33*	*47*	*70·2*	*28*	*41*	*68·3*	*191*	*453*	*400*
	1940-41	18	239	33	46	71·7	28	40	70·0	207	467	414

23.—*Statement of Loads of Trains of Class I Railways for the years 1939-40 and 1940-41*—concld.

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of Mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3⅜″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Eastern Bengal	*1939-40*	*21*	*276*	*33*	*48*	*69·3*	*23*	*31*	*76·2*	*175*	*482*	*423*
	1940-41	21	280	34	49	69·7	23	31	73·4	176	481	423
Jodhpur	*1939-40*	*15*	*250*	*39*	*58*	*67·2*	*13*	*24*	*54·2*	*169*	*415*	*365*
	1940-41	15	254	43	59	71·9	13	22	58·4	180	432	381
Madras and Southern Mahratta.	*1939-40*	*14*	*207*	*23*	*32*	*71·9*	*17*	*23*	*73·8*	*141*	*376*	*313*
	1940-41	14	206	24	33	73·6	19	24	78·1	139	375	313
Mysore State	*1939-40*	*11*	*199*	*20*	*24*	*80·5*	*	*	*	*123*	*363*	*291*
	1940-41	11	206	20	23	83·1	*	*	*	124	354	279
Nizam's State	*1939-40*	*12*	*186*	*31*	*41*	*77·2*	*17*	*28*	*61·5*	*207*	*515*	*439*
	1940-41	12	195	33	41	78·4	14	23	59·8	211	517	444
Rohilkund & Kumaon	*1939-40*	*11*	*159*	*20*	*32*	*62·5*	*14*	*23*	*60·9*	*151*	*342*	*298*
	1940-41	12	165	23	35	65·7	14	25	56·0	167	370	325
South Indian	*1939-40*	*14*	*178*	*32*	*44*	*73·5*	*22*	*30*	*73·3*	*165*	*455*	*393*
	1940-41	13	176	33	44	75·1	23	31	73·7	170	458	396
Average for 3′ 3⅜″ gauge.	*1939-40*	*14*	*213*	*28*	*40*	*70·8*	*26*	*36*	*71·5*	*166*	*420*	*360*
	1940-41	15	216	29	41	72·3	27	36	73·7	173	429	371
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1939-40*									*66*	*211*	*154*
	1940-41									65	208	161
Bombay, Baroda and Central India.	*1939-40*									*39*	*113*	*87*
	1940-41									37	111	85
Eastern Bengal	*1939-40*									*17*	*60*	*43*
	1940-41									15	64	52
Great Indian Peninsula	*1939-40*									*28*	*125*	*77*
	1940-41									31	128	81
Mysore State	*1939-40*									*57*	*139*	*98*
	1940-41									34	122	80
North Western	*1939-40*									*40*	*149*	*104*
	1940-41									42	154	107
South Indian	*1939-40*									*33*	*120*	*83*
	1940-41									34	123	86
Average for 2′ 6″ and 2′ 0″ gauges.	*1939-40*									*50*	*170*	*124*
	1940 41									49	169	123

* Separate figures for Branch lines are not available.

24.—*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1939-40 and 1940-41.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average number on line.				Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.												
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.			In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" GAUGE.																		
Bengal Nagpur	*1939-40*	*798*	*405*	*786*	*1,547*	*236*	*328*	*140*	*22,793*	*22,779*	*24,432*	*22,770*	*20·8*	*18·3*	*12·2*	*15·0*	*42·5*	*426*
	1940-41	797	405	799	1,574	246	339	139	22,698	22,692	24,345	22,434	20·8	18·6	12·1	15·5	44·3	456
Bombay, Baroda and Central India.	*1939-40*	*579*	*294*	*600*	*1,174*	*217*	*239*	*113*	*9,368*	*9,554*	*9,814*	*8,711*	*20·2*	*13·2*	*9·54*	*11·7*	*41·8*	*353*
	1940-41	579	294	589	1,156	223	245	117	9,807	9,631	9,891	9,194	20 9	13·2	9·92	11·8	42·3	358
Eastern Bengal	*1939-40*	*800*	*405*	*712*	*1,386*	*332*	*358*	*124*	*7,948*	*8,342*	*8,506*	*8,330*	*20·2*	*13·2*	*8·83*	*9·29*	*24·0*	*163*
	1940-41	752	411	702	1,374	337	365	127	7,974	8,380	8,546	7,639	19·8	12·2	8·41	8·97	25·0	172
East Indian	*1939-40*	*2,077*	*833*	*2,460*	*4,608*	*623*	*785*	*136*	*50,119*	*49,246*	*49,693*	*49,884*	*20·6*	*14·2*	*7·25*	*14·5*	*38·7*	*372*
	1940-41	2,066	900	2,441	4,577	609	768	139	50,182	49,811	50,333	49,695	20·6	14·7	7·62	14·7	40·7	407
Great Indian Peninsula.	*1939-40*	*1,067*	*692*	*1,067*	*2,156*	*494*	*593*	*173*	*16,873*	*17,412*	*18,775*	*17,242*	*20·4*	*15·2*	*13·2*	*12·2*	*55·1*	*473*
	1940-41	1,058	686	1,052	2,126	489	587	179	16,804	17,388	18,751	19,425	20 2	15·2	13·2	12·5	54·3	479
Madras and Southern Mahratta.	*1939-40*	*577*	*291*	*550*	*1,055*	*217*	*231*	*118*	*5,797*	*5,868*	*5,953*	*6,039*	*20·1*	*12·2*	*6·39*	*11·4*	*56·7*	*474*
	1940-41	554	296	517	1,017	220	235	120	5,807	5,903	5,989	6,046	18·0	12·1	6·50	11·6	61·8	529
Nizam's State	*1939-40*	*124*	*47*	*113*	*204*	*31*	*34*	*172*	*2,088*	*†2,005*	*†2,005*	*2,018*	*20·3*	*16·9*	*8·94*	*13·4*	*54·4*	*497*
	1940-41	123	65	113	206	46	49	161	2,070	†2,227	†2,227	2,227	20 3	16·4	9·77	13·2	49·0	441
North Western	*1939-40*	*2,240*	*1,294*	*2,173*	*4,246*	*863*	*932*	*131*	*28,294*	*28,322*	*29,287*	*26,927*	*20·0*	*13·1*	*7·38*	*9·80*	*37·1*	*275*
	1940-41	2,220	1,271	2,175	4,257	864	931	135	28,200	29,045	30,009	27,763	19·5	13·5	7·86	10·3	38·9	301
South Indian	*1939-40*	*324*	*119*	*321*	*651*	*120*	*129*	*116*	*2,298*	*2,302*	*2,314*	*2,167*	*20·0*	*15·5*	*9·29*	*10·1*	*40·7*	*326*
	1940-41	321	122	317	640	102	114	126	2,298	2,310	2,322	2,423	20·1	14·5	9·40	9·96	38·5	310
Total 5' 6" Gauge and average.	*1939-40*	*8,536*	*4,380*	*8,782*	*17,027*	*3,433*	*3,629*	*136*	*146,078*	*145,830*	*150,779*	*144,088*				*12·7*	*41·3*	*367*
	1940-41	8,470	4,450	8,705	16,927	3,136	3,633	139	145,840	147,387	152,413	146,846				13·0	42·9	392
3'—3½" GAUGE.																		
Assam Bengal	*1939-40*	*618*	*259*	*618*	*1,202*	*146*	*159*	*103*	*5,107*	*5,160*	*5,718*	*5,373*	*10·7*	*8·06*	*5·54*	*6·44*	*31·7*	*144*
	1940-41	616	265	628	1,222	148	162	102	5,082	5,101	5,655	5, 069	10·9	7·93	5·28	6·74	34·1	163
Bengal and North Western.	*1939-40*	*1,190*	*315*	*1,270*	*1,849*	*66*	*68*	*123*	*11,230*	*12,376*	*12,522*	*12,234*	*10·3*	*8·30*	*4·62*	*6·94*	*24·1*	*128*
	1940-41	1,170	324	1,263	1,848	68	70	118	11,231	12,374	12,520	12,192	10·3	8·41	4·31	6·69	25·2	132
Bombay, Baroda & Central India.	*1939-40*	*1,415*	*278*	*1,221*	*2,232*	*186*	*226*	*91*	*8,805*	*8,725*	*10,141*	*9,758*	*9·10*	*7·90*	*6·14*	*6·72*	*46·6*	*221*
	1940-41	1,415	266	1,219	2,233	186	226	95	8,675	8,825	10,209	10,498	9·08	8·86	6·42	7·19	45·2	236

*Does not include electric multiple unit suburban service stock.
†Excludes 20 covered wagons used as coaching vehicles.

24.-§*Statement of vehicles and wagons—number of and their usage on* **Class I Railways** *for the years 1939-40 and 1940-41*—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4 wheelers.	Vehicle miles per vehicle day (in terms of 4 wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3½" GAUGE—*concld.*																		
Eastern Bengal	*1939-40*	*711*	*413*	*676*	*1,287*	*310*	*318*	*104*	*5,029*	*5,363*	*7,123*	*6,696*	*9·40*	*8·07*	*6·88*	*5·98*	*27·8*	*117*
	1940-41	695	410	695	1,330	309	317	104	5,016	5,314	7,075	6,251	9·74	8·02	6·22	5·83	32·4	134
Jodhpur	*1939-40*	*279*	*93*	*274*	*474*	*30*	*37*	*115*	*2,632*	*2,630*	*2,836*	*2,867*	*10·2*	*8·05*	*4·30*	*6·00*	*43·8*	*190*
	1940-41	279	97	279	483	31	39	119	2,718	2,315	2,945	2,882	11·8	8·08	4·85	6·06	43·2	200
Madras and Southern Mahratta.	*1939-40*	*743*	*176*	*683*	*1,198*	*146*	*152*	*105*	*6,408*	*6,544*	*6,925*	*6,788*	*11·0*	*8·52*	*4·82*	*6·25*	*37·4*	*192*
	1940-41	715	179	673	1,219	130	145	108	6,393	6,526	6,902	6,714	11·6	8·22	4·81	6·56	37·6	153
Mysore State	*1939-40*	*240*	*88*	*240*	*436*	*88*	*98*	*102*	*1,526*	*1,526*	*1,537*	*1,461*	*10·5*	*8·33*	*5·42*	*6·00*	*32·0*	*176*
	1940-41	239	88	239	435	88	98	107	1,519	1,519	1,535	1,468	9·78	8·33	4·90	6·50	29·0	155
Nizam's State	*1939-40*	*143*	*43*	*130*	*210*	*16*	*16*	*165*	*1,279*	*†1,270*	*†1,276*	*1,225*	*10·0*	*8·67*	*5·22*	*7·07*	*40·3*	*220*
	1940-41	133	61	130	217	16	16	163	1,315	†1,294	†1,300	1,253	9·86	8·56	5·11	7·02	40 0	220
Rohilkund & Kumaon.	*1939-40*	*241*	*91*	*225*	*339*	*36*	*37*	*115*	*2,709*	*2,841*	*2,881*	*2,574*	*10·8*	*11·5*	*9·60*	*10·7*	*19 3*	*105*
	1940-41	241	91	225	339	36	37	115	2,717	2,851	2,901	2,956	11·0	10·9	8·86	9·99	18·7	105
South Indian	*1939-40*	*1,227*	*188*	*1,269*	*2,537*	*138*	*222*	*97*	*5,158*	*5,162*	*7,287*	*6,766*	*10·4*	*8·38*	*5·14*	*5·77*	*29·7*	*123*
	1940-41	1,227	189	1,174	2,347	130	208	101	5,162	5,164	7,288	6,829	9·99	8·38	5·22	5·82	31·9	141
Total 3' 3½" Gauge and Average.	*1939-40*	*6,807*	*1,944*	*6,606*	*11,764*	*1,162*	*1,333*	*105*	*49,883*	*51,596*	*58,246*	*55,742*				*6·59*	*32·9*	*158*
	1940-41	6,730	1,970	6,525	11,664	1,142	1,318	106	49,828	51,683	58,330	56,112				6·63	33·1	163
2' 6" & 2' 0" GAUGES.																		
Bengal Nagpur	*1939-40*	*389*	*57*	*348*	*693*	*23*	*46*	*80*	*1,950*	*1,950*	*3,860*	*3,706*				*3·71*	*14·7*	*38*
	1940-41	388	57	323	643	23	46	86	1,950	1,950	3,860	3,708				3·62	14·0	36
Bombay, Baroda and Central India.	*1939-40*	*75*	*1*	*72*	*143*	*1*	*2*	*	*327*	*321*	*537*	*536*				*4·31*	*10·7*	*39*
	1940-41	75	1	73	146	1	2	*	327	321	537	537				4·01	10·5	27
Eastern Bengal	*1939-40*	*47*	*Nil*	*56*	*78*	*Nil*	*Nil*	*41*	*25*	*21*	*21*	*20*				*1·95*	*5·66*	*9*
	1940-41	47	Nil	56	78	Nil	Nil	41	25	22	22	19				2 05	5·46	8
Great Indian Peninsula.	*1939-40*	*46*	*4*	*48*	*91*	*2*	*2*	*107*	*201*	*201*	*397*	*397*				*2 65*	*18·2*	*37*
	1940-41	48	5	48	91	2	2	113	201	201	397	397				2·81	18·3	40
Mysore State	*1939-40*	*32*	*3*	*32*	*64*	*3*	*4*	*	*147*	*147*	*192*	*86*				*	*	*
	1940-41	32	3	32	64	3	4	*	147	147	192	186				*	*	*
North Western	*1939-40*	*282*	*73*	*279*	*548*	*60*	*102*	*31*	*759*	*759*	*1,365*	*1,243*				*3·99*	*20·9*	*52*
	1940-41	280	71	279	548	60	102	31	759	760	1,364	1,257				4·01	22·1	57
South Indian	*1939-40*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*70*	*78*	*78*	*156*	*156*				*2·94*	*13 6*	*29*
	1940-41	34	1	34	68	Nil	Nil	62	78	78	156	156				2·86	13·1	28
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	*1939-40*	*907*	*139*	*869*	*1,585*	*89*	*156*	*60*	*3,487*	*3 477*	*6,523*	*6,144*				*3·60*	*15·8*	*40*
	1940 41	905	138	845	1,638	89	156	62	3,487	3,479	6 528	6,260				3·56	15·6	39

*Information not available.

†Excludes 3 open wagons, high sided, coup'ed to goods brake vans.

§ Does not include electric multiple unit Suburban Service Stock.

25.—*Statement of Density of Traffic on Class I Railways for the years 1939-40 and 1940-41.*

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per *running* track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1939-40*	*318,279*	*351,212*	*1,264,188*	*1,404,165*	*3,795,454*	*4,217,148*	*15·1*
	1940-41	326,703	360,569	1,327,739	1,475,249	3,914,493	4,350,875	15·3
Bombay, Baroda and Central India.	*1939-40*	*792,940*	*967,426*	*735,228*	*908,418*	*3,033,437*	*3,679,300*	*15·9*
	1940-41	833,824	1,017,306	770,984	952,596	3,189,584	3,887,345	16·3
Eastern Bengal	*1939-40*	*713,218*	*883,281*	*525,108*	*649,899*	*3,316,561*	*4,104,741*	*19·5*
	1940-41	725,583	898,929	507,844	628,766	3,252,361	4,026,772	19·1
East Indian	*1939-40*	*638,056*	*801,607*	*1,252,740*	*1,565,530*	*4,195,895*	*5,236,755*	*17·0*
	1940-41	679,058	855,888	1,374,752	1,723,403	4,433,325	5,550,293	17·4
Great Indian Peninsula.	*1939-40*	*454,854*	*570,407*	*699,028*	*875,091*	*3,020,473*	*3,787,808*	*14·2*
	1940-41	500,838	630,949	809,339	1,017,808	3,322,284	4,185,369	15·1
Madras and Southern Mahratta.	*1939-40*	*518,223*	*544,804*	*866,128*	*910,514*	*3,555,388*	*3,737,590*	*16·0*
	1940-41	517,581	544,382	958,838	1,008,445	3,786,605	3,982,510	16·3
Nizam's State	*1939-40*	*256,222*	*256,222*	*535,821*	*535,821*	*1,924,341*	*1,924,341*	*8·16*
	1940-41	263,566	263,566	527,987	527,987	1,920,730	1,920,730	7·69
North Western	*1939-40*	*403,353*	*460,329*	*390,465*	*445,666*	*1,862,569*	*2,125,890*	*9·55*
	1940-41	468,541	534,097	432,026	492,472	1,981,233	2,258,435	9·88
South Indian	*1939-40*	*442,191*	*442,191*	*402,351*	*402,351*	*2,224,048*	*2,224,048*	*16·0*
	1940-41	479,983	479,983	466,431	466,431	2,450,911	2,450,911	17·0
Total 5′ 6″ gauge	*1939-40*	*498,054*	*584,915*	*793,883*	*932,338*	*3,072,510*	*3,608,363*	*14·0*
	1940-41	539,143	633,864	866,129	1,018,297	3,249,746	3,820,687	14·4
3′ 3⅜″ GAUGE								
Assam Bengal	*1939-40*	*327,958*	*328,574*	*225,540*	*225,964*	*1,113,931*	*1,116,025*	*9·90*
	1940-41	338,831	339,468	236,765	237,210	1,123,928	1,126,041	9·36
Bengal and North Western.	*1939-40*	*535,145*	*537,958*	*283,809*	*285,301*	*1,201,269*	*1,207,584*	*11·4*
	1940-41	588,072	591,146	283,583	285,065	1,191,979	1,198,210	11·3
Bombay, Baroda and Central India.	*1939-40*	*487,721*	*488,400*	*383,762*	*384,287*	*1,497,224*	*1,499,268*	*12.3*
	1940-41	525,030	525,760	440,617	441,219	1,606,327	1,608,520	12·8

25.—Statement of Density of Traffic on Class I Railways for the years 1939-40 and 1940-41—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3' 3⅜" GAUGE—*concld.*								
Eastern Bengal .	*1939-40* .	*480,048*	*483,316*	*292,461*	*294,452*	*1,671,052*	*1,682,429*	*12·9*
	1940-41 .	486,050	489,362	304,062	306,134	1,701,326	1,712,919	13·1
Jodhpur . . .	*1939-40* .	*185,601*	*185,601*	*198,446*	*198,446*	*763,698*	*763,698*	*6·18*
	1940-41 .	195,698	195,698	189,666	189,666	744,576	744,576	5·99
Madras and Southern Mahratta.	*1939-40* .	*229,183*	*229,329*	*263,797*	*263,964*	*1,171,509*	*1,172,251*	*11·3*
	1940-41 .	274,830	275,005	215,202	215,338	1,045,744	1,046,406	10·4
Mysore State .	*1939 40*	*354,578*	*354,578*	*173,908*	*173,908*	*1,016,654*	*1,016,654*	*10·9*
	1940-41	372,473	372,473	168,696	168,696	1,005,413	1,005,413	10·7
Nizam's State .	*1939-40* .	*277,434*	*284,793*	*147,171*	*151,075*	*714,238*	*733,184*	*6·96*
	1940-41 .	291,664	299,400	149,464	153,428	733,135	752,582	6·99
Rohilkund and Kumaon.	*1939-40* .	*338,213*	*338,901*	*180,521*	*180,889*	*816,547*	*818,209*	*10·4*
	1940-41 .	392,652	393,452	206,393	206,813	860,123	861,874	10·3
South Indian .	*1939-40* .	*493,358*	*503,372*	*187,844*	*191,657*	*1,278,583*	*1,304,536*	*15·9*
	1940-41 .	479,337	489,064	207,566	211,783	1,294,999	1,321,278	15·9
Total 3' 3⅜" Gauge .	*1939 40* .	*396,706*	*399,136*	*256,336*	*257,906*	*1,294,329*	*1,211,706*	*11·4*
	1940-41 .	421,220	423,788	263,289	264,895	1,207,586	1,214,951	11·3
2' 6" AND 2' 0" GAUGES.								
Bengal Nagpur .	*1939-40* .	*91,439*	*91,439*	*60,451*	*60,451*	*397,950*	*397,950*	*5·91*
	1940-41 .	107,822	107,822	56,269	56,269	390,780	390,780	5·94
Bombay, Baroda and Central India.	*1939-40* .	*149,129*	*149,129*	*27,838*	*27,838*	*188,205*	*188,205*	*5·31*
	1940-41 .	166,183	166,183	24,975	24,975	183,726	183,726	5·21
Eastern Bengal .	*1939-40* .	*169,967*	*169,967*	*2,840*	*2,840*	*205,332*	*205,332*	*9·43*
	1940-41 .	207,035	207,035	2,497	2,497	210,320	210,320	9·35
Great Indian Peninsula	*1939-40* .	*84,485*	*84,485*	*24,473*	*24,473*	*242,897*	*242,897*	*5 34*
	1940-41 .	138,777	138,777	34,372	34,372	328,400	328,400	6·89
North Western .	*1939-40* .	*48,942*	*48,942*	*37,332*	*37,332*	*237,645*	*237,645*	*4·46*
	1940-41 .	58,252	58,252	43,405	43,405	269,915	269,915	4·82
Mysore State .	*1939-40* .	*125,700*	*125,700*	*19,800*	*19,800*	*209,394*	*209,394*	*5·18*
	1940-41 .	126,902	126,902	19,115	19,115	202,112	202,112	4·93
South Indian .	*1939-40* .	*80,001*	*80,001*	*17,428*	*17,428*	*172,229*	*172,229*	*4 67*
	1940-41 .	71,972	71,972	15,868	15,868	153,287	153,287	4·07
Total 2' 6" and 2' 0" Gauges.	*1939-40* .	*86,876*	*86,876*	*41,856*	*41,856*	*293,249*	*293,249*	*5·35*
	1940-41 .	104,166	104,166	42,660	42,660	307,714	307,714	5·56
Total Class I Railways	*1939 40* .	*441,232*	*486,726*	*575,090*	*634,385*	*2,302,545*	*2,539,953*	*12·7*
	1940-41 .	476,161	525,547	622,060	686,578	2,414,465	2,664,883	12·9

26(a).—*Statement of Repairs of Rolling Stock pertainmg to Steam and Electric*

NOTE 1—The figures in this statement have been arrived at by excluding

NOTE 2.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in these columns have been arrived at

Railway.	Year.	ENGINES.				COACHING STOCK.			
		Average number under or awaiting repairs daily.				Average number under or awaiting repairs daily (in units).			
		In Mechanical Workshops.		In sheds and transportation Workshops.		In Mechanical Workshops.			
		Number.	Percentage of column 3 to average total No. on line.	Number.	Percentage of column 5 to average total No. on line.	Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1939-40*	*29*	*4·52*	*97*	*14·9*	*90*	*42*	*11·5*	*15·7*
	1940-41	26	4·06	75	11·8	87	47	10·9	17·3
Bombay, Baroda and Central India	*1939-40*	*20*	*5·47*	*54*	*15·4*	*72*	*23*	*12·0*	*10·6*
	1940-41	20	5·83	49	13·9	74	21	12·6	9·63
Eastern Bengal	*1939-40*	*18*	*6·23*	*29*	*9·95*	*75*	*20*	*10·5*	*6·12*
	1940-41	19	6·69	21	7·21	60	28	8·50	8·24
East Indian	*1939-40*	*77*	*4·89*	*170*	*10·8*	*161*	*31*	*6·54*	*4·98*
	1940-41	73	4·52	161	9·97	148	21	6·06	3·45
Great Indian Peninsula — Steam	*1939-40*	*22*	*3·38*	*87*	*13·4*	*63*	*35*	*5·90*	*7·08*
	1940-41	26	3·99	91	14·0	58	27	5·51	5·52
Great Indian Peninsula — Electric	*1939-40*	*3*	*4·55*	*8*	*12·1*				
	1940-41	4	6·06	6	9·09				
Madras and Southern Mahratta	*1939-40*	*28*	*9·27*	*41*	*13·6*	*43*	*17*	*7·82*	*7·83*
	1940-41	22	7·31	27	8·97	36	14	6·96	6.36
Nizam's State	*1939-40*	*6*	**7·14*	**7*	**8·33*	*7*	*2*	*6·19*	*6·45*
	1940-41	5	5·95	6	7·14	6	2	5·31	4·35
North Western	*1939-40*	*80*	*6·88*	*136*	*11 7*	*141*	*47*	*6·49*	*5·45*
	1940-41	86	7·62	159	14·0	122	37	5·61	4·28
South Indian	*1939-40*	*9*	*5·88*	*11*	*7·39*	*14*	*11*	*4·36*	*9·17*
	1940-41	7	4·58	9	6·20	13	6	4·10	5·88
Total 5′ 6″ gauge — Steam	*1939-40*	*289*	*5·53*	**632*	*12·1*	*666*	*228*	*7·58*	*7·28*
	1940-41	284	5·44	598	11·5	604	203	6·94	6·47
Total 5′ 6″ gauge — Electric	*1939-40*	*3*	*4·55*	*8*	*12·1*				
	1940-41	4	6·06	6	9·09				
3′ 3⅜″ GAUGE.									
Assam-Bengal	*1939-40*	*8*	*3·96*	*12*	*5·94*	*40*	*18*	*6·47*	*6·85*
	1940-41	9	4·43	10	4·93	45	16	7·17	6·08
Bengal and North-Western	*1939 40*	*6*	*1·60*	*16*	*4·27*	*121*	*5*	*9·53*	*7·58*
	1940-41	7	1·89	15	4·04	119	6	9·42	8·82
Bombay, Baroda and Central India	*1939-40*	*19*	*4·01*	*61*	*13·2*	*45*	*4*	*3·68*	*2·15*
	1940-41	18	3·84	65	13 7	59	7	4·84	3·76

*Revised figures.

Locomotive Services of Class I Railways for the years 1939-40 and 1940-41.

stock relating to Electric Multiple Unit Services and to all Rail Cars.
by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
29	*30*	*3·71*	*8·71*	*197*	*0·86*	*1,157*	*5·08*	*2*	*2·11*	*437*	*14·0*	Bengal-Nagpur.
35	37	4·33	10·1	206	0·92	1,116	4·98	2	2·74	414	13·0	
5	*2*	*0·83*	*1·04*	*123*	*1·41*	*379*	*4·36*	*1*	*1·63*	*51*	*4·40*	Bombay, Baroda and Central India.
7	2	1·22	1·17	131	1·43	525	5·72	2	3·81	55	4·47	
5	*3*	*0·64*	*0·78*	*52*	*0·62*	*663*	*7·95*	*3*	*4·24*	*100*	*12·4*	Eastern Bengal.
5	2	0·7	0·71	44	0·57	386	5·06	3	4·09	114	15·2	
67	*16*	*2·72*	*2·57*	*360*	*0·72*	*2,339*	*4·69*	*14*	*6·10*	*724*	*11·0*	East Indian.
79	12	3·24	1·97	336	0·68	2,075	4·18	21	8·69	672	9·77	
31	*17*	*2·86*	*3·52*	*118*	*0·68*	*642*	*3·72*	*5*	*3·08*	*280*	*9·19*	Great Indian Peninsula. — Steam.
22	14	2·04	2·90	117	0·60	574	2·96	5	3·08	269	7·99	Great Indian Peninsula. — Electric.
6	*2*	*1·02*	*0·74*	*59*	*0·98*	*345*	*5·71*	*4*	*8·80*	*45*	*4·11*	Madras and Southern Mahratta.
5	2	0·91	0·70	46	0·76	254	4·20	5	9·81	41	3·44	
3	*1*	*2·79*	*2·48*	*14*	*0·69*	*85*	*4·21*	*1*	*9·54*	*20*	*5·65*	Nizam's State.
3	..	2·38	(a) 0·48	10	0·45	66	2·96	2	16·5	21	6·01	
47	*14*	*2·14*	*1·60*	*202*	*0·75*	*1,428*	*5·30*	*10*	*4·75*	*192*	*5·89*	North Western.
38	12	1·75	1·38	175	0·63	1,456	5·24	17	7·36	258	7·35	
6	*4*	*1·79*	*3·21*	*7*	*0·32*	*61*	*2·82*	..	*(a)1·18*	*11*	*3·66*	South Indian.
4	4	1·25	4·09	15	0·62	142	5·86	1	2·54	15	4·77	
199	*89*	*2·27*	*2·84*	*1,132*	*0·79*	*7,099*	*4·93*	*40*		*1,360*		Total 5′ 6″ Gauge. — Steam.
198	85	2·27	2·71	1,080	0·74	6,594	4·49	58		1,859		Total 5′ 6″ Gauge. — Electric.
												3′ 3⅜″ Gauge.
2	..	*0·30*	*(a) 0·34*	*69*	*1·28*	*55*	*1·02*	*5*	*11·0*	*15*	*3·00*	Assam-Bengal.
2	..	0·25	(a) 0·30	55	1·09	64	1·27	2	4·28	11	1·93	
2	*Nil*	*0·16*	*Nil*	*117*	*0·96*	*154*	*1·26*	*16*	*20·6*	*73*	*6·79*	Bengal and North Western.
2	Nil	0·16	Nil	78	0·64	200	1·65	15	19·6	70	6·23	
51	*3*	*4·17*	*1·51*	*73*	*0·75*	*309*	*3·17*	*65*	*85·7*	*368*	*25·4*	Bombay, Baroda and Central India.
79	7	6·51	3·49	95	0·91	350	3·34	67	84·6	252	16·7	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

26 (a).—*Statement of Repairs of Rolling Stock pertaining to Steam and Electric*

Note 1—The figures in this statement have been arrived at by excluding the

NOTE 2.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in these columns ha◄e

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
3' 3⅜" Gauge—*concld.*									
Eastern Bengal	*1939-40*	*7*	*3·33*	*28*	*13·8*	*53*	*19*	*7·80*	*6·02*
	1940-41	7	3·61	23	11·2	54	19	7·72	6·11
Jodhpur	*1939-40*	*3*	*2·91*	*6*	*5·83*	*16*	*2*	*5·84*	*6·67*
	1940-41	3	2·91	6	5·83	18	2	6·45	6·45
Madras and Southern Mahcatta	*1939-40*	*27*	*8·44*	*33*	*10·3*	*62*	*10*	*8·77*	*6·85*
	1940-41	19	5·92	32	9·97	40	8	5 94	6·15
Mysore State	*1939-40*	*11*	*12·8*	*6*	*6·60*	*16*	*5*	*6·66*	*5·68*
	1940-41	10	11·6	9	10·5	17	3	6·80	4·41
Nizam's State	*1939-40*	*5*	**6·41*	*4*	**5·13*	*7*	*1*	*5·38*	*6·25*
	1940-41	5	6·41	4	5·13	7	1	5·38	6·25
Rohilkund and Kumaon	*1939-40*	*3*	*3·57*	*4*	*4·29*	*7*	*2*	*3·04*	*4·94*
	1940-41	3	3·76	3	3·63	8	2	3·56	6·19
South Indian — Steam	*1939-40*	*17*	*4·31*	*31*	*7·92*	*63*	*7*	*4·96*	*5·67*
	1940-41	12	3·12	33	8·62	58	4	4·94	2·95
South Indian — Electric	*1939-40*	..	*(a)11·0*	*Nil*	*Nil*				
	1940-41	1	16·0	Nil	Nil				
Total 3' 3⅜" Gauge — Steam	*1939-40*	*106*	**4·56*	*201*	**8·64*	*430*	*73*	*6·51*	*6·28*
	1940-41	93	3·97	200	8·53	425	68	6·51	5·95
Total 3' 3⅜" Gauge — Electric	*1939-40*	..	*(a)11·0*	*Nil*	*Nil*				
	1940-41	1	16·0	Nil	Nil				
2' 6" AND 2' 0" GAUGES.									
Bengal-Nagpur	*1939-40*	*13*	*11·8*	*14*	*12·7*	*21*	*2*	*5·89*	*7·31*
	1940-41	14	12.9	11	10·0	16	1	4·85	3·67
Bombay, Baroda and Central India	*1939-40*	*1*	*4·94*	*4*	*14·8*	*2*	*Nil*	*2·44*	*Nil*
	1040-41	1	3·09	5	16·7	1	Nil	1·60	Nil
Eastern Bengal	*1939-40*	*1*	*6·56*	*1*	*10·2*	*3*	*Nil*	*4·81*	*Nil*
	1940-41	1	7·11	1	5·78	2	Nil	2 88	Nil
Great Indian Peninsula	*1939-40*	*1*	*4·76*	*4*	*19·0*	*2*	*Nil*	*4·17*	*Nil*
	1940-41	1	4·76	4	19·0	3	Nil	6·25	Nil
Mysore State	*1939-40*	*2*	*11·0*	*2*	*12·5*	*2*	..	*6·25*	..
	1940-41	1	5·56	6	33·3	4	..	12 5	..
North Western	*1939 40*	*4*	*3·63*	*11*	*11 3*	*9*	*2*	*3·23*	*3·33*
	1940-41	4	4·29	13	12 6	9	2	3·23	3·33
South Indian	*1939-40*	..	*(a)2·27*	*1*	*10·7*	*Nil*	*Nil*	*Nil*	*Nil*
	1940 41	Nil	Nil	2	19·0	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges	*1939-40*	*22*	*7·51*	*37*	*12·6*	*39*	*4*	*4·49*	*4 49*
	1940-41	22	7·41	42	14·1	35	3	4·14	3·37
TOTAL CLASS I RAILWAYS — Steam	*1939-40*	*417*	**5·32*	**870*	*11·1*	*1,135*	*305*	*6·98*	*6·96*
	1940-41	399	5·08	840	10·7	1,064	274	6·62	6·27
TOTAL CLASS I RAILWAYS — Electric	*1939-40*	*3*	*4·55*	*8*	*12·1*				
	1940-41	5	7·14	6	9·09				

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

*Revised figures.

Locomotive Services of Class I Railways for the years 1939-40 and 1940-41—concld.

stock relating to Electric Multiple Unit Services and to all Rail Cars.

been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3½″ Gauge—*concld.*
8	*4*	*1·14*	*1·21*	*39*	*0·57*	*655*	*9·78*	*7*	*12·9*	*8*	*1·14*	Eastern Bengal.
6	3	0·81	0·88	42	0·68	329	5·26	5	9·14	10	1·38	
1	..	*0·43*	(a) *1·17*	*63*	*2·20*	*19*	*0·66*	*2*	*11·0*	*26*	*6·00*	Jodhpur.
1	..	0·48	(a) 0·58	99	3·44	29	1·01	4	18·0	26	6·00	
6	*1*	*0·81*	*0·68*	*40*	*0·59*	*123*	*1·81*	*7*	*14·3*	*39*	*4·62*	Madras and Southern Mahratta.
3	1	0·46	0·76	26	0·39	98	1·46	1	2·50	23	3·25	
4	*Nil*	*8·50*	*Nil*	*64*	*4·20*	*5*	0·30	*1*	*0·04*	*3*	*0·11*	Mysore State.
7	1	2·80	1·47	51	3·48	19	1·30	..	..	3	0·15	
4	..	*2·97*	(a) *1·88*	*9*	*0·73*	*25*	*2·04*	*1*	*4·10*	*10*	*5·87*	Nizam's State.
3	1	2·64	4·44	6	0·48	27	2·16	1	8·05	6	3·63	
Nil	*Nil*	*Nil*	*Nil*	*11*	*0·43*	*23*	*0·89*	*50*	*28·4*	*91*	*4·39*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	8	0·27	22	0·74	62	35·5	238	10·3	
22	*2*	*1·69*	*1·74*	*44*	*0·65*	*109*	*1·61*	..	(a)*0·40*	*4*	*0·55*	Steam
21	2	1·75	1·73	31	0·45	97	1·42	1	0·63	3	0·38	Electric — South Indian.
100	*10*	*1·51*	*0·86*	*529*	*0·95*	*1,477*	*2·65*	*154*		*636*		Steam
124	15	1·90	1·31	491	0·88	1,235	2·20	158		642		Electric — Total 3′ 3½″ Gauge.
												2′ 6″ and 2′ 0″ Gauges.
13	*5*	*3·76*	*13·9*	*20*	*0·55*	*204*	*5·51*	*Nil*	*Nil*	*2*	*1·09*	Bengal-Nagpur.
10	4	3·01	6·77	19	0·51	116	3·14	..	(a)0·44	1	0·74	
4	*Nil*	*6·04*	*Nil*	*1*	*0·02*	*17*	*3·28*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
6	Nil	8·11	Nil	1	0·17	18	3·35	Nil	Nil	Nil	Nil	
..	*Nil*	(a)*0·07*	*Nil*	..	(a) *0·05*	..	(a)*1·92*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
..	Nil	(a)0·04	Nil	..	(a) 0·15	..	(a)0·15	Nil	Nil	Nil	Nil	
2	*Nil*	*3·54*	*Nil*	*1*	*0·25*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
1	Nil	3·06	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
Nil	*Nil*	*Nil*	*Nil*	*9*	*4·69*	*5*	*2·73*	*Nil*	*Nil*	*Nil*	*Nil*	Mysore State.
3	Nil	9·37	Nil	5	2·83	3	1·69	Nil	Nil	Nil	Nil	
3	*1*	*1·20*	*1·65*	*7*	*0·56*	*33*	*2·65*	..	(a)*3·48*	*1*	*0·94*	North Western.
3	1	1·12	1·78	7	0·56	31	2·47	..	(a)1·15	1	0·80	
2	**Nil*	**4·41*	*Nil*	*Nil*	*Nil*	*1*	*0·71*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
..	Nil	(a)1·00	Nil	Nil	Nil	1	0·35	Nil	Nil	Nil	Nil	
24	**6*	*2·76*	**6·74*	*38*	*0·62*	*260*	*4·23*	..		*3*		Total 2′ 6″ and 2′ 0″ Gauges.
23	5	2·72	5·62	32	0·51	169	2·70	..		2		
323	**105*	*1·99*	**2·40*	*1,699*	*0·82*	*8,836*	*4·29*	*194*		*2,499*		Steam
345	105	2·15	2·40	1,603	0·77	7,998	3·82	216		2,503		Electric — Total Class I Railways.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal Nagpur	1·48	0·90	2·38
Bombay, Baroda & Central India	1·74	1·30	3·04
Eastern Bengal	2·39	0·80	3·19
East Indian	1·81	1·09	2·90
Great Indian Peninsula	1·60	0·93	2·53
Madras and Southern Mahratta	1·83	1·23	3·06
Nizam's State	1·35	0 91	2·26
North Western	1·58	1·35	2·93
South Indian	1·16	0 88	2·04
Averages			2·77
3′ 3⅜″ Gauge.			
Assam Bengal	1·94	1·16	3·10
Bengal and North Western	0·91	1·46	2·37
Bombay, Baroda & Central India	2·80	1·90	4·70
Eastern Bengal	1·95	1·08	3·03
Jodhpur	1·49	1·74	3·23
Madras and Southern Mahratta	2·31	1·38	3·69
Mysore State	1·87	0·83	2·70
Nizam's State	2·29	0·93	3·22
Rohilkund and Kumaon	1·55	1·53	3 08
South Indian	1·39	1·13	2·52
Averages			3·25

* Cost per equated engine mile = cost per engine mile × $\frac{\text{Average Tractive Effort per engine.}}{20{,}000}$

Class I Railways for the year 1940-41.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" Gauge.
666·1	144·8	810·9	137·7	57·8	195·5	Bengal Nagpur.
800·5	128·1	928·6	100·9	35·6	136·5	Bombay, Baroda & Central India.
547·0	81·5	628·5	83·2	33·3	116·5	Eastern Bengal.
525·2	74·1	599·3	68·5	46·5	115·0	East Indian.
557·6	122·7	680·3	67·8	48·6	116·4	Great Indian Peninsula.
386·3	86·0	472·3	107·5	27·7	135·2	Madras and Southern Mahratta.
407·1	74·4	481·5	50·8	21·7	72·5	Nizam's State.
524·4	69·5	593·9	79·9	34·5	114·4	North-Western.
234·1	37·6	271·7	81·7	5·49	87·2	South Indian.
		632·3			128·7	Averages.
						3' 3⅜" Gauge.
287·5	31·7	319·2	44·4	11·4	55·8	Assam Bengal.
148·9	87·3	236·2	19·1	21·1	40·2	Bengal and North-Western.
443·1	72·9	516·0	84·8	25·0	109·8	Bombay, Baroda & Central India.
400·2	43·3	443·5	51·6	20·8	72·4	Eastern Bengal.
342·2	28·5	370·7	36·4	12·5	48·9	Jodhpur.
248·7	39·9	288·6	36·4	13·3	49·7	Madras and Southern Mahratta.
396·0	31·1	427·1	59·8	10·0	69·8	Mysore State
347·5	63·9	411·4	50·3	14·5	64·8	Nizam's State.
208·4	45·6	254·0	23·3	8·83	32·1	Rohilkund and Kumaon.
151·8	22·6	174·4	18·8	4·17	23·0	South Indian.
		333·4			58·1	Averages.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1939-40*	*Nil*	*988,960*	*Nil*	*Nil*	*988,960*	*Nil*	*113,472*
	1940-41	Nil	1,023,373	Nil	Nil	1,023,373	Nil	116,663
Bombay, Baroda and Central India.	*1939-40*	*Nil*	*328,215*	*2,902*	*38*	*329,445*	*Nil*	*20,722*
	1940-41	Nil	347,033	3,050	32	348,311	Nil	20,793
Eastern Bengal	*1939-40*	*Nil*	*323,886*	*Nil*	*Nil*	*323,886*	*Nil*	*42,611*
	1940-41	Nil	321,885	Nil	Nil	321,885	Nil	44,125
East Indian	*1939-40*	*Nil*	*1,697,091*	*440*	*Nil*	*1,697,267*	*Nil*	*188,054*
	1940-41	Nil	1,750,755	495	Nil	1,750,953	Nil	200,217
Great Indian Peninsula	*1939-40*	*Nil*	*996,169*	*312*	*Nil*	*996,294*	*Nil*	*97,640*
	1940-41	Nil	1,064,308	200	Nil	1,064,388	Nil	62,320
Madras and Southern Mahratta	*1939-40*	*Nil*	*340,845*	*5*	*197*	*341,205*	*Nil*	*15,172*
	1940-41	Nil	349,891	4	176	350,213	Nil	14,623
Nizam's State	*1939-40*	*Nil*	*101,172*	*149*	*Nil*	*101,232*	*Nil*	*4,527*
	1940-41	Nil	98,585	146	92	98,811	Nil	4,269
North Western	*1939-40*	*Nil*	*981,704*	*Nil*	*40,020*	*1,054,468*	*Nil*	*66,311*
	1940-41	Nil	1,089,587	Nil	47,185	1,175,379	70	69,327
South Indian	*1939-40*	*Nil*	*111,458*	*202*	*Nil*	*111,539*	*Nil*	*1,616*
	1940-41	Nil	114,859	189	Nil	114,935	Nil	1,098
Total 5′ 6″ Gauge	*1939-40*	*Nil*	*5,869,500*	*4,010*	*40,255*	*5,944,296*	*Nil*	*550,125*
	1940-41	Nil	6,160,276	4,084	47,485	6,248,248	70	533,435
3′ 3⅜″ Gauge.								
Assam Bengal	*1939-40*	*Nil*	*125,497*	*Nil*	*Nil*	*125,497*	*Nil*	*8,639*
	1940-41	Nil	117,663	Nil	Nil	117,663	Nil	8,731
Bengal and North Western	*1939-40*	*Nil*	*204,151*	*Nil*	*Nil*	*204,151*	*Nil*	*59,727*
	1940-41	Nil	210,739	Nil	Nil	210,739	Nil	57,041
Bombay, Baroda and Central India.	*1939-40*	*Nil*	*287,716*	*3,282*	*Nil*	*289,029*	*Nil*	*20,222*
	1940-41	Nil	299,692	3,221	Nil	300,980	Nil	20,762
Eastern Bengal	*1939-40*	*Nil*	*146,265*	*Nil*	*Nil*	*146,265*	*Nil*	*20,245*
	1940-41	Nil	148,676	Nil	Nil	148,676	Nil	21,058

* 2½ tons of wood = 0·55 ton of oil fuel

during the years 1939-40 and 1940-41.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	*Nil*	*113,472*	*Nil*	*1,102,432*	*Nil*	*Nil*	*1,102,432*	Bengal Nagpur.
Nil	Nil	116,663	Nil	1,140,036	Nil	Nil	1,140,036	
773	*Nil*	*21,031*	*Nil*	*348,937*	*3,675*	*38*	*350,476*	Bombay, Baroda and Central India.
602	Nil	21,034	Nil	367,826	3,652	32	369,345	
Nil	*Nil*	*42,611*	*Nil*	*366,497*	*Nil*	*Nil*	*366,497*	Eastern Bengal.
Nil	Nil	44,125	Nil	366,010	Nil	Nil	366,010	
1,678	*926*	*190,409*	*Nil*	*1,385,145*	*2,118*	*926*	*1,837,676*	East Indian.
2,003	1,000	202,836	Nil	1,950,972	2,498	1,000	1,953,789	
Nil	*Nil*	*97,640*	*Nil*	*1,093,809*	*312*	*Nil*	*1,093,934*	Great Indian Peninsula.
Nil	Nil	62,320	Nil	1,126,628	200	Nil	1,126,708	
8	*390*	*15,884*	*Nil*	*356,017*	*13*	*587*	*357,089*	Madras and Southern Mahratta.
8	254	15,088	Nil	364,514	12	430	365,301	
21	*Nil*	*4,535*	*Nil*	*105,699*	*170*	*Nil*	*105,767*	Nizam's State.
21	Nil	4,278	Nil	102,854	167	92	103,089	
Nil	*5,286*	*75,922*	*Nil*	*1,048,015*	*Nil*	*45,306*	*1,130,390*	North Western.
Nil	5,759	79,868	70	1,158,914	Nil	52,944	1,255,247	
Nil	*Nil*	*1,616*	*Nil*	*113,074*	*202*	*Nil*	*113,155*	South Indian.
Nil	Nil	1,098	Nil	115,957	189	Nil	116,033	
2,480	*6,602*	*563,120*	*Nil*	*6,419,625*	*6,490*	*46,857*	*6,507,416*	Total 5' 6" Gauge.
2,634	7,913	547,310	70	6,693,711	6,718	54,498	6,795,558	
								3' 3⅜" GAUGE.
Nil	*506*	*9,559*	*Nil*	*134,136*	*Nil*	*506*	*135,056*	Assam Bengal.
Nil	522	9,679	Nil	126,394	Nil	522	127,342	
Nil	*Nil*	*59,727*	*Nil*	*263,878*	*Nil*	*Nil*	*263,878*	Bengal and North Western.
Nil	Nil	57,041	Nil	267,780	Nil	Nil	267,780	
515	*261*	*20,903*	*Nil*	*307,938*	*3,797*	*261*	*309,932*	Bombay, Baroda and Central India.
520	233	21,394	Nil	320,454	3,741	233	322,374	
Nil	*Nil*	*20,245*	*Nil*	*166,510*	*Nil*	*Nil*	*166,510*	Eastern Bengal.
Nil	Nil	21,058	Nil	169,734	Nil	Nil	169,734	

1 ton of coal.
1 ton of coal.
H75RB

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3½″ Gauge—*concld.*								
Jodhpur	*1939-40*	*Nil*	*71,394*	*266*	*Nil*	*71,500*	*Nil*	*3,836*
	1940-41	Nil	66,265	241	Nil	66,361	Nil	4,522
Madras and Southern Mahratta	*1939-40*	*Nil*	*200,967*	*Nil*	*6*	*200,978*	*Nil*	*9,790*
	1940-41	Nil	181,063	Nil	6	181,074	Nil	8,469
Mysore State	*1939-40*	*Nil*	*70,235*	*Nil*	*Nil*	*70,235*	*Nil*	*1,244*
	1940-41	Nil	75,141	Nil	Nil	75,141	Nil	1,115
Nizam's State	*1939-40*	*Nil*	*53,207*	*101*	*Nil*	*53,247*	*Nil*	*2,794*
	1940-41	Nil	53,462	93	Nil	53,499	Nil	2,763
Rohilkund and Kumaon	*1939-40*	*Nil*	*47,404*	*Nil*	*Nil*	*47,404*	*Nil*	*7,000*
	1940-41	Nil	49,073	Nil	Nil	49,073	Nil	7,189
South Indian	*1939-40*	*Nil*	*182,849*	*395*	*Nil*	*183,007*	*Nil*	*10,408*
	1940-41	Nil	182,001	433	Nil	182,174	Nil	9,756
Total 3′ 3½″ Gauge	*1939-40*	*Nil*	*1,389,685*	*4,044*	*6*	*1,391,313*	*Nil*	*143,905*
	1940-41	Nil	1,383,775	3,988	6	1,385,580	Nil	141,406
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1939-40*	*Nil*	*78,083*	*Nil*	*Nil*	*78,083*	*Nil*	*9,512*
	1940-41	Nil	76,041	Nil	Nil	76,041	Nil	10,407
Bombay, Baroda and Central India.	*1939-40*	*Nil*	*9,216*	*138*	*Nil*	*9,271*	*Nil*	*13*
	1940-41	Nil	9,297	125	Nil	9,347	Nil	35
Eastern Bengal	*1939-40*	*Nil*	*1,951*	*Nil*	*Nil*	*1,951*	*Nil*	*33*
	1940-41	Nil	1,965	Nil	Nil	1,965	Nil	36
Great Indian Peninsula	*1939-40*	*Nil*	*14,754*	*Nil*	*8*	*14,768*	*Nil*	*409*
	1940-41	Nil	15,184	Nil	13	15,208	Nil	357
Mysore State	*1939-40*	*Nil*	*3,957*	*Nil*	*Nil*	*3,957*	*Nil*	*Nil*
	1940-41	Nil	4,107	Nil	Nil	4,107	Nil	Nil
North-Western	*1939-40*	*Nil*	*35,445*	*Nil*	*8*	*35,460*	*Nil*	*2,561*
	1940-41	Nil	38,743	Nil	8	38,758	Nil	2,810
South Indian	*1939-40*	*Nil*	*2,672*	*11*	*Nil*	*2,676*	*Nil*	*26*
	1940-41	Nil	2,302	6	Nil	2,305	Nil	22
Total 2′ 6″ & 2′ 0″ Gauges	*1939-40*	*Nil*	*146,078*	*149*	*16*	*146,166*	*Nil*	*12,554*
	1940-41	Nil	147,639	131	21	147,731	Nil	13,667
Total Class I Railways	*1939-40*	*Nil*	*7,405,263*	*8,203*	*40,277*	*7,481,775*	*Nil*	*706,584*
	1940-41	Nil	7,691,690	8,203	47,512	7,781,359	70	688,508

* 2½ tons of wood = 0·55 ton of oil fuel.

during the years 1939-40 and 1940-41—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3⅜″ GAUGE—*concld.*
Nil	*Nil*	*3,836*	*Nil*	*75,230*	*266*	*Nil*	*75,336*	Jodhpur.
Nil	Nil	4,522	Nil	70,787	241	Nil	70,883	
Nil	*819*	*11,279*	*Nil*	*210,757*	*Nil*	*825*	*212,257*	Madras and Southern Mahratta.
Nil	773	9,875	Nil	189,532	Nil	779	190,949	
Nil	*Nil*	*1,244*	*Nil*	*71,479*	*Nil*	*Nil*	*71,479*	Mysore State.
Nil	Nil	1,115	Nil	76,256	Nil	Nil	76,256	
14	*Nil*	*2,800*	*Nil*	*56,001*	*115*	*Nil*	*56,047*	Nizam's State.
11	Nil	2,763	Nil	56,225	104	Nil	56,267	
Nil	*Nil*	*7,000*	*Nil*	*54,404*	*Nil*	*Nil*	*54,404*	Rohilkund and Kumaon.
Nil	Nil	7,189	Nil	56,262	Nil	Nil	56,262	
Nil	*2,298*	*14,586*	*Nil*	*193,257*	*395*	*2,298*	*197,593*	South Indian.
Nil	2,430	14,175	Nil	191,757	433	2,430	196,349	
529	*3,884*	*151,179*	*Nil*	*1,533,590*	*4,573*	*3,890*	*1,542,492*	Total 3′ 3⅜″ Gauge.
531	3,958	148,816	Nil	1,525,181	4,519	3,964	1,534,196	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*9,512*	*Nil*	*87,595*	*Nil*	*Nil*	*87,595*	Bengal Nagpur.
Nil	Nil	10,407	Nil	86,448	Nil	Nil	86,448	
1	*Nil*	*13*	*Nil*	*9,229*	*139*	*Nil*	*9,284*	Bombay, Baroda and Central India.
Nil	Nil	35	Nil	9,332	125	Nil	9,382	
Nil	*Nil*	*33*	*Nil*	*1,984*	*Nil*	*Nil*	*1,984*	Eastern Bengal.
Nil	Nil	36	Nil	2,001	Nil	Nil	2,001	
Nil	*Nil*	*409*	*Nil*	*15,163*	*Nil*	*8*	*15,177*	Great Indian Peninsula.
Nil	Nil	357	Nil	15,541	Nil	13	15,565	
Nil	*Nil*	*Nil*	*Nil*	*3,957*	*Nil*	*Nil*	*3,957*	Mysore State.
Nil	Nil	Nil	Nil	4,107	Nil	Nil	4,107	
Nil	*Nil*	*2,561*	*Nil*	*33,006*	*Nil*	*8*	*38,021*	North Western.
Nil	Nil	2,810	Nil	41,553	Nil	8	41,568	
Nil	*Nil*	*26*	*Nil*	*2,698*	*11*	*Nil*	*2,702*	South Indian.
Nil	Nil	22	Nil	2,324	6	Nil	2,327	
1	*Nil*	*12,554*	*Nil*	*158,632*	*150*	*16*	*158,720*	Total 2′ 6″ & 2′ 0″ Gauges.
Nil	Nil	13,667	Nil	161,306	131	21	161,398	
3,010	*10,486*	*726,853*	*Nil*	*8,111,847*	*11,213*	*50,763*	*8,208,628*	TOTAL CLASS I RAILWAYS.
3,165	10,971	709,793	70	8,380,198	11,368	58,483	8,491,152	

1 ton of coal.
1 ton of coal.

27 (a).—Statement of coal consumed on Class I Railways during the years 1939-40 and 1940-41 —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
5′ 6″ Gauge.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1939-40*	*Nil*	*3·20*	*Nil*	*Nil*	*Nil*	*5·82*	*Nil*	*Nil*
	1940-41	Nil	3·46	Nil	Nil	Nil	6·02	Nil	Nil
Bombay, Baroda and Central India	*1939-40*	*Nil*	*2·81*	*3·68*	*57·0*	*Nil*	*13·5*	*4·87*	*57·0*
	1940 41	Nil	3·15	3·62	68·7	Nil	15·3	4·76	70·3
Eastern Bengal	*1939-40*	*Nil*	*2·99*	*Nil*	*Nil*	*Nil*	*6·77*	*Nil*	*Nil*
	1940-41	Nil	3·21	Nil	Nil	Nil	7·46	Nil	Nil
East Indian	*1939-40*	*Nil*	*3·05*	*9·59*	*81·8*	*Nil*	*6·80*	*9·62*	*82·1*
	1940-41	Nil	3·27	9·34	87·4	Nil	6·69	9·40	87·6
Great Indian Peninsula	*1939-40*	*Nil*	*4·44*	*4·05*	*Nil*	*Nil*	*8·57*	*4·05*	*Nil*
	1940-41	Nil	4·54	5·00	Nil	Nil	9·20	5·00	Nil
Madras and Southern Mahratta	*1939-40*	*Nil*	*4·25*	*Nil*	*90·5*	*Nil*	*12·3*	*Nil*	*92·0*
	1940-41	Nil	*4·51	Nil	127·3	Nil	13·0	*Nil*	128·0
Nizam's State	*1939-40*	*Nil*	*4·23*	*6·00*	*Nil*	*Nil*	*5·99*	*6·40*	*Nil*
	1940-41	Nil	4·63	6·00	175·0	Nil	6·19	6·56	175·0
North Western	*1939-40*	*Nil*	*3·94*	*Nil*	*17·3*	*Nil*	*16·1*	*Nil*	*24·2*
	1940-41	Nil	3·81	Nil	22·9	Nil	16·9	Nil	30·5
South Indian	*1939-40*	*Nil*	*4·91*	*2·05*	*Nil*	*Nil*	*20·8*	*2·05*	*Nil*
	1940-41	Nil	5·08	2·14	Nil	Nil	19·0	2·14	Nil
3′ 3⅜″ Gauge.									
Assam Bengal	*1939-40*	*Nil*	*7·49*	*Nil*	*37·7*	*Nil*	*13·7*	*Nil*	*40·7*
	1940-41	Nil	7·90	Nil	41·3	Nil	13·8	Nil	44·4
Bengal and North Western	*1939-40*	*Nil*	*4·03*	*Nil*	*Nil*	*Nil*	*11·3*	*Nil*	*Nil*
	1940-41	Nil	4·02	Nil	Nil	Nil	11·4	Nil	Nil
Bombay, Baroda and Central India	*1939-40*	*Nil*	*3·22*	*4·40*	*31·8*	*Nil*	*13·8*	*4·94*	*41·6*
	1940-41	Nil	2·92	4·40	40·8	Nil	14·0	4·94	49·7

*F. O. R. rate only.

27 (a).—Statement of coal consumed on Class I Railways during the years 1939-40 and 1940-41—concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply),				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3½" Gauge—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1939-40*	*Nil*	*2·99*	*Nil*	*Nil*	*Nil*	*10·7*	*Nil*	*Nil*
	1940-41	Nil	3·21	Nil	Nil	Nil	10·8	Nil	Nil
Jodhpur	*1939-40*	*Nil*	*3·67*	*5·41*	*Nil*	*Nil*	*16·0*	*5·41*	*Nil*
	1940-41	Nil	3·49	5·51	Nil	Nil	16·5	5·51	Nil
Madras and Southern Mahratta	*1939-40*	*Nil*	*4·38*	*Nil*	*62·8*	*Nil*	*15·4*	*Nil*	*64·8*
	1940-41	Nil	*4·40	Nil	81·6	Nil	15·9	Nil	82·3
Mysore State	*1939-40*	*Nil*	*4·87*	*Nil*	*Nil*	*Nil*	*15·3*	*Nil*	*Nil*
	1940-41	Nil	5·13	Nil	Nil	Nil	15·6	Nil	Nil
Nizam's State	*1939-40*	*Nil*	*4·23*	*6·00*	*Nil*	*Nil*	*8·82*	*6·40*	*Nil*
	1940-41	Nil	4·63	6·00	Nil	Nil	8·27	6·56	Nil
Rohilkund and Kumaon	*1939-40*	*Nil*	*4·09*	*Nil*	*Nil*	*Nil*	*12·7*	*Nil*	*Nil*
	1940-41	Nil	4·00	Nil	Nil	Nil	13·1	Nil	Nil
South Indian	*1939-40*	*Nil*	*4·91*	*2·05*	*†44·1*	*Nil*	*21·7*	*2·05*	*†46·9*
	1940-41	Nil	5·08	2·14	45·0	Nil	19·7	2·14	46·5
2' 6" and 2' 0" Gauges.									
Bengal Nagpur	*1939-40*	*Nil*	*4·05*	*Nil*	*Nil*	*Nil*	*5·79*	*Nil*	*Nil*
	1940-41	Nil	4·28	Nil	Nil	Nil	5·80	Nil	Nil
Bombay, Baroda and Central India	*1939-40*	*Nil*	*2·98*	*3·68*	*Nil*	*Nil*	*12·3*	*3·98*	*Nil*
	1940-41	Nil	2·83	3·62	Nil	Nil	13·1	4·00	Nil
Eastern Bengal	*1939-40*	*Nil*	*2·99*	*Nil*	*Nil*	*Nil*	*7·02*	*Nil*	*Nil*
	1940-41	Nil	3·21	Nil	Nil	Nil	8·15	Nil	Nil
Great Indian Peninsula	*1939-40*	*Nil*	*4·54*	*Nil*	*122·5*	*Nil*	*8·29*	*Nil*	*129 3*
	1940-41	Nil	4·81	Nil	189·8	Nil	8·70	Nil	230·8
Mysore State	*1939-40*	*Nil*	*4·87*	*Nil*	*Nil*	*Nil*	*14·6*	*Nil*	*Nil*
	1940-41	Nil	5·13	Nil	Nil	Nil	14·9	Nil	Nil
North Western	*1939-40*	*Nil*	*3·94*	*Nil*	*Nil*	*Nil*	*20·2*	*Nil*	*Nil*
	1940-41	Nil	3·81	Nil	Nil	Nil	20·1	Nil	Nil
South Indian	*1939 40*	*Nil*	*4·91*	*2·05*	*Nil*	*Nil*	*19·4*	*2·05*	*Nil*
	1940-41	Nil	5·08	2·14	Nil	Nil	17·3	2·14	Nil

* F. O. R. rate only.
† Revised figures.

27 (b).—*Statement of Coal* Consumption, by various services, on Class I Railways for the years 1939-40 and 1940-41.*

Railway.	Year.	*Passenger and Total Mixed.*	*Rail-cars Steam propelled.*	*Rail-cars Internal combustion engines propelled.*	*Passenger and proportion of Mixed.*	*Goods.*	*Goods and proportion of Mixed.*	*Shunting including siding all services.*		*Locos. on Misc. services.*	*Departmental.*	Total tons used on all Locomotive services. Cols. 3+4+5+7+9+11+12.	*Fuel consumed for other than Locomotive purposes.*			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" GAUGE.																
Bengal Nagpur	*1939-40*	*239,227*	*154*	*Nil*	*198·3*	*618,715*	*173·4*	*99,179*	*63·0*	*3,668*	*28,017*	*988,960*	*38,917*	*26,026*	*48,459*	*113,472*
	1940-41	248,703	40	Nil	201·8	642,994	174·2	102,582	62·3	3,523	25,531	1,023,373	41,185	28,411	47,067	116,663
Bombay, Baroda and Central India.	*1939-40*	*150,354*	*Nil*	*Nil*	*171·2*	*130,810*	*119·1*	*31,491*	*68·3*	*202*	*16,588*	*329,445*	*9,942*	*2,395*	*8,694*	*21,031*
	1940-41	157,184	Nil	Nil	167·5	141,779	121·0	32,687	68·2	317	16,344	348,311	10,209	2,746	8,079	21,034
Eastern Bengal	*1939-40*	*175,217*	*Nil*	*Nil*	*190·2*	*77,321*	*136·3*	*34,643*	*54·8*	*22,091*	*14,614*	*323,886*	*5,196*	*10,432*	*26,983*	*42,611*
	1940-41	162,737	Nil	Nil	178·3	84,482	146·4	39,141	56·4	21,458	14,067	321,885	4,991	11,898	27,236	44,125
East Indian	*1939-40*	*569,473*	*167*	*Nil*	*181·8*	*855,791*	*124·5*	*197,059*	*60·7*	*3,560*	*71,217*	*1,697,267*	*41,729*	*66,658*	*82,022*	*190,409*
	1940-41	568,696	8	Nil	180·3	905,128	123·9	198,265	61·8	3,480	75,376	1,750,953	44,888	70,772	87,176	202,836
Great Indian Peninsula.	*1939-40*	*362,253*	*Nil*	*Nil*	*185·5*	*511,866*	*173·2*	*93,062*	*87·4*	*5,598*	*23,515*	*996,294*	*28,907*	*54,629*	*14,104*	*97,640*
	1940-41	376,929	Nil	Nil	187·4	556,564	168·0	96,855	83·8	6,652	27,388	1,064,388	28,829	14,587	18,904	62,320
Madras and Southern Mahratta.	*1939-40*	*143,804*	*Nil*	*326*	*186·8*	*153,936*	*136·8*	*30,904*	*80·4*	*4,097*	*8,138*	*341,205*	*5,686*	*709*	*9,489*	*15,884*
	1940-41	159,891	Nil	296	190·4	154,488	129·2	30,707	78·5	4,304	9,527	350,213	5,785	462	8,841	15,088
Nizam's State	*1939-40*	*41,380*	*Nil*	*Nil*	*184·3*	*48,746*	*141·0*	*6,320*	*65·4*	*Nil*	*4,786*	*101,232*	*3,554*	*Nil*	*951*	*4,535*
	1940-41	39,973	Nil	168	175·9	46,966	138·3	6,537	66·3	Nil	5,167	98,811	3,117	Nil	1,161	4,278
North Western	*1939-40*	*488,546*	*475*	*Nil*	*164·2*	*402,581*	*136·6*	*120,325*	*87·7*	*5,289*	*37,252*	*1,054,468*	*10,471*	*3,490*	*61,961*	*75,922*
	1940-41	521,359	783	141	165·5	470,831	142·8	134,807	85·8	5,799	41,659	1,175,379	9,125	4,162	66,581	79,868
South Indian	*1939-40*	*69,207*	*Nil*	*Nil*	*170·0*	*33,799*	*109·8*	*4,272*	*49·0*	*253*	*4,008*	*111,539*	*734*	*Nil*	*882*	*1,616*
	1940-41	79,080	Nil	Nil	164·6	37,034	110·3	3,333	41·0	261	4,227	114,935	425	Nil	673	1,098
Total 5' 6" Gauge.	*1939-40*	*2,239,461*	*796*	*326*	*179·9*	*2,833,565*	*142·9*	*617,255*	*69·4*	*44,753*	*208,135*	*5,944,296*	*145,166*	*164,409*	*253,545*	*563,120*
	1940-41	2,296,552	831	605	179·1	3,040,266	143·0	644,914	69·2	45,794	219,286	6,248,248	148,554	133,038	265,718	547,310
3' 3½" GAUGE.																
Assam Bengal	*1939-40*	*79,998*	*Nil*	*Nil*	*172·0*	*24,199*	*153·8*	*15,610*	*40·9*	*1,755*	*3,935*	*125,497*	*916*	*5,709*	*2,934*	*9,559*
	1940-41	77,474	Nil	Nil	161·2	20,031	140·6	14,802	39·1	1,574	3,782	117,663	365	6,314	3,000	9,679
Bengal and North Western.	*1939-40*	*108,043*	*Nil*	*Nil*	*182·8*	*64,303*	*121·1*	*16,559*	*24·6*	*3,025*	*12,221*	*204,151*	*9,642*	*5,575*	*44,510*	*59,727*
	1940-41	106,351	Nil	Nil	204·3	71,232	125·6	16,946	24·7	3,699	12,511	210,739	9,274	5,823	41,944	57,041
Bombay, Baroda and Central India.	*1939-40*	*140,918*	*366*	*Nil*	*229·3*	*115,905*	*156·7*	*24,014*	*42·9*	*Nil*	*7,826*	*289,029*	*4,693*	*3,848*	*12,362*	*20,903*
	1940-41	141,950	289	Nil	223·7	125,718	153·0	24,672	42·2	Nil	8,351	300,980	4,681	3,800	12,913	21,394
Eastern Bengal	*1939-40*	*68,799*	*Nil*	*Nil*	*157·6*	*37,933*	*126·2*	*17,782*	*44·4*	*13,255*	*8,496*	*146,265*	*4,217*	*1*	*16,027*	*20,245*
	1940-41	66,317	Nil	Nil	148·7	40,079	124·9	19,633	44·9	14,720	7,927	148,676	4,313	Nil	16,745	21,058

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (b).—*Statement of Coal* Consumption, by various services, on* **Class I Railways** *for the years 1939-40 and 1940-41*—concld.

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. Cols. 3+4+5+7+9+11+12.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total, (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3′ 3¾″ Gauge—*concld.*																
Jodhpur	*1939-40*	*36,731*	*Nil*	*Nil*	*176·9*	*24,219*	*159·9*	*3,228*	*31·6*	*2,483*	*4,339*	*71,500*	*1,545*	*Nil*	*2,291*	*3,836*
	1940-41	35,933	Nil	Nil	162·1	22,747	146·8	3,044	30·2	2,240	2,397	66,361	2,283	Nil	2,239	4,522
Madras and Southern Mahratta.	*1939-40*	*85,431*	*Nil*	*Nil*	*196·2*	*91,073*	*182·0*	*17,674*	*50·0*	*2,257*	*4,543*	*200,978*	*3,838*	*1,459*	*5,952*	*11,279*
	1940-41	86,325	Nil	Nil	198·5	72,471	182·2	15,001	47·8	2,583	4,694	181,074	3,731	1,405	4,739	9,875
Mysore State	*1939-40*	*34,063*	*Nil*	*Nil*	*243·3*	*27,090*	*204·8*	*8,015*	*46·6*	*Nil*	*1,067*	*70,235*	*1,244*	*Nil*	*Nil*	*1,244*
	1940-41	36,673	Nil	Nil	258·4	29,271	223·4	7,887	51·8	Nil	1,310	75,141	1,115	Nil	Nil	1,115
Nizam's State	*1939-40*	*29,506*	*101*	*Nil*	*273·1*	*16,600*	*161·3*	*4,707*	*77·3*	*Nil*	*2,333*	*53,247*	*2,917*	*Nil*	*783*	*2,800*
	1940-41	29,252	105	Nil	264·5	16,923	162·6	4,564	70·6	Nil	2,655	53,499	1,899	Nil	869	2,768
Rohilkund and Kumaon.	*1939-40*	*23,500*	*Nil*	*Nil*	*213·6*	*14,300*	*162·7*	*5,217*	*30·4*	*2,062*	*2,325*	*47,404*	*3,098*	*3,481*	*421*	*7,000*
	1940-41	23,851	Nil	Nil	220·7	15,374	154·8	5,596	28·8	2,066	2,186	49,073	3,289	3,502	398	7,189
South Indian	*1939-40*	*122,389*	*Nil*	*Nil*	*201·5*	*46,465*	*113·6*	*7,358*	*35·6*	*383*	*6,412*	*183,007*	*1,753*	*5,494*	*7,339*	*14,586*
	1940-41	118,323	Nil	Nil	201·5	49,494	111·9	7,483	34·2	376	6,498	182,174	1,286	5,833	7,057	14,175
Total 3′ 3¾″ Gauge.	*1939-40*	*729,378*	*467*	*Nil*	*198·1*	*462,087*	*149·5*	*120,164*	*39·1*	*25,220*	*53,997*	*1,391,313*	*32,963*	*25,597*	*92,619*	*151,179*
	1940-41	722,449	394	Nil	198·9	463,340	146·1	119,628	38·2	27,258	52,311	1,385,380	32,235	26,677	89,904	148,816
2′ 6″ and 2′0″ Gauges.																
Bengal Nagpur	*1939-40*	*45,432*	*436*	*Nil*	*442·2*	*22,376*	*395·8*	*7,286*		*229*	*2,324*	*78,983*	*6,859*	*Nil*	*2,653*	*9,512*
	1940-41	46,546	206	Nil	437·4	20,101	395·0	6,889		277	2,022	76,041	7,732	Nil	2,675	10,407
Bombay, Baroda and Central India.	*1939-40*	*8,691*	*Nil*	*Nil*	*516·5*	*68*	*422·3*	*Nil*		*Nil*	*512*	*9,271*	*Nil*	*Nil*	*13*	*13*
	1940-41	8,772	Nil	Nil	523·7	131	446·5	Nil		1	443	9,347	Nil	Nil	35	35
Eastern Bengal	*1939-40*	*1,745*	*Nil*	*Nil*	*528·5*	*Nil*	*554·1*	*Nil*		*168*	*38*	*1,951*	*Nil*	*Nil*	*33*	*33*
	1940-41	1,765	Nil	Nil	517·9	Nil	527·9	Nil		172	28	1,965	Nil	Nil	36	36
Great Indian Peninsula.	*1939-40*	*13,993*	*Nil*	*14*	*534·7*	*Nil*	*559·8*	*468*		*Nil*	*293*	*14,768*	*409*	*Nil*	*Nil*	*409*
	1940-41	13,830	Nil	24	485·9	Nil	533·2	554		Nil	800	15,208	357	Nil	Nil	357
Mysore State	*1939-40*	*2,709*	*Nil*	*Nil*	*330·8*	*1,196*	*310·5*	*Nil*		*Nil*	*52*	*3,957*	*Nil*	*Nil*	*Nil*	*Nil*
	1940-41	2,579	Nil	Nil	335·0	1,493	380·7	Nil		Nil	35	4,107	Nil	Nil	Nil	Nil
North Western	*1939-40*	*19,264*	*142*	*15*	*393·2*	*12,190*	*465·9*	*2,376*		*113*	*1,360*	*35,460*	*674*	*Nil*	*1 887*	*2,561*
	1940-41	18,873	203	15	396·5	15,559	487·1	2,671		246	1,191	38,758	354	Nil	2,456	2,810
South Indian	*1939-40*	*2,628*	*Nil*	*Nil*	*358·3*	*17*	*291·3*	*Nil*		*Nil*	*31*	*2,676*	*19*	*Nil*	*7*	*26*
	1940-41	2,289	Nil	Nil	347·1	13	282·9	Nil		Nil	3	2,305	19	Nil	3	22
Total 2′ 6″ & 2′0″ Gauges.	*1939-40*	*94,462*	*578*	*29*	*440·3*	*35,847*	*425·7*	*10,130*		*510*	*4,610*	*146,166*	*7,961*	*Nil*	*4,593*	*12,554*
	1940-41	94,654	409	39	435·0	37,297	435·0	10,114		696	4,522	147,731	8,462	Nil	5,205	13,667
Total Class I Railways.	*1939-40*	*3,063,301*	*1,841*	*355*	*186·5*	*3,331,499*	*145·6*	*747,549*		*70,488*	*266,742*	*7,481,775*	*186,090*	*190,006*	*350,757*	*726,853*
	1940 41	3,113,655	1,634	644	185·3	3,540,903	145·0	774,656		73,748	276 119	7,781,359	189,251	159,715	380,827	709,793

Not published.

*Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

28.—*Efficiency Statistics of Class I Railways for the years 1939-40 and 1940-41.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1939-40*	*528*	*193*	*1,919*	*4,426*	*9,697*
	1940-41	511	192	1,962	4,450	9,985
Bombay, Baroda and Central India	*1939-40*	*682*	*252*	*2,142*	*5,416*	*10,744*
	1940-41	698	252	2,114	5,381	10,475
Eastern Bengal	*1939-40*	*369*	*141*	*955*	*3,350*	*6,527*
	1940-41	358	141	955	3,265	6,432
East Indian	*1939-40*	*724*	*209*	*1,990*	*4,792*	*8,970*
	1940-41	746	214	2,116	4,981	9,339
Great Indian Peninsula	*1939-40*	*706*	*259*	*2,198*	*5,572*	*11,300*
	1940-41	727	257	2,247	5,593	11,172
Madras and Southern Mahratta	*1939-40*	*758*	*232*	*1,912*	*4,886*	*9,636*
	1940-41	854	251	2,091	5,295	10,210
Nizam's State	*1939-40*	*†761*	*†209*	*†1,899*	*†4,733*	*9,582*
	1940-41	754	212	1,894	4,767	10,253
North Western	*1939-40*	*754*	*240*	*1,732*	*4,673*	*8,188*
	1940-41	765	235	1,775	4,643	8,017
South Indian	*1939-40*	*535*	*166*	*1,322*	*3,632*	*7,785*
	1940-41	592	160	1,325	3,526	7,831
Average for 5′ 6″ gauge.	*1939-40*	*661*	*216*	*1,901*	*†4,749*	*9,294*
	1940-41	673	219	1,976	4,841	9,438
3′ 3¾″ Gauge.						
Assam Bengal	*1939-40*	*495*	*165*	*745*	*2,196*	*3,891*
	1940-41	501	172	820	2,323	4,225
Bengal and North Western	*1939-40*	*331*	*155*	*793*	*1,918*	*4,466*
	1940-41	337	157	789	1,901	4,405
Bombay, Baroda and Central India	*1939-40*	*756*	*234*	*1,094*	*2,640*	*4,539*
	1940-41	788	231	1,193	2,738	4,619
Eastern Bengal	*1939-40*	*458*	*184*	*770*	*2,542*	*4,925*
	1940-41	508	200	817	2,587	4,971
Jodhpur	*1939-40*	*856*	*212*	*814*	*2,186*	*4,217*
	1940-41	854	203	892	2,170	4,215
Madras and Southern Mahratta	*1939-40*	*610*	*160*	*808*	*2,211*	*3,266*
	1940-41	593	159	780	2,170	3,315
Mysore State	*1939-40*	*717*	*172*	*913*	*2,605*	*2,933*
	1940-41	655	154	837	2,398	2,721
Nizam's State	*1939-40*	*686*	*169*	*916*	*2,411*	*5,057*
	1940-41	649	167	911	2,403	5,137
Rohilkund and Kumaon	*1939-40*	*266*	*113*	*606*	*1,465*	*3,171*
	1940-41	253	112	615	1,452	3,227
South Indian	*1939-40*	*618*	*188*	*796*	*2,339*	*4,512*
	1940-41	609	192	835	2,403	4,664
Average for 3′ 3¾″ gauge	*1939-40*	*530*	*180*	*846*	*2,265*	*4,118*
	1940-41	534	182	883	2,292	4,218
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1939-40*	*313*	*117*	*300*	*1,061*	*1,633*
	1940-41	292	112	284	1,011	1,562
Bombay, Baroda and Central India	*1939-40*	*275*	*96*	*248*	*592*	*910*
	1940-41	266	98	238	586	907
Eastern Bengal	*1939-40*	**Nil*	*20*	*32*	*208*	*499*
	1940-41	*Nil	20	28	181	570
Great Indian Peninsula	*1939-40*	*585*	*122*	*247*	*1,174*	*1,075*
	1940-41	536	104	226	1,112	1,068
Mysore State	*1939-40*	*2,268*	*107*	*411*	*1,015*	*910*
	1940-41	2,233	103	283	1,010	806
North Western	*1939-40*	*488*	*91*	*223*	*892*	*981*
	1940-41	500	95	235	919	1,009
South Indian	*1939-40*	*628*	*94*	*197*	*742*	*887*
	1940-41	601	100	210	752	912

* Shunting operations generally performed by hand.

† Revised figures.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR 1940-41 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	1.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	6,900,7	7,362,9	2,10,82,9	1,299,4	1,340,1	51,67,1	8,200,1	8,703,0	2,62,50,0	2,0	5,6	77,5
Bombay, Baroda and Central India.	5	993,5	52,11,9	..	31,6	7,55,6	5	1,030,1	59,67,5	22,8	22,8	4,93,7
Eastern Bengal	6,5	1,562,6	33,94,4	..	120,9	4,73,3	6,5	1,683,5	38,67,7	32,5	32,5	2,12,0
East Indian	9,195,0	10,283,2	4,54,99,9	2,952,1	3,159,2	2,11,53,4	12,147,1	13,442,4	6,66,53,3	3,0	7,3	1,96,3
Great Indian Peninsula	778,8	2,467,8	1,28,17,3	..	418,2	22,54,1	778,8	2,886,0	1,50,71,4	46,7	46,7	7,44,2
Madras and Southern Mahratta.	6,5	495,2	28,88,9	..	399,9	24,47,9	6,5	895,1	53,36,8	18,4	18,5	4,35,0
Nizam's State	577,1	587,6	25,65,3	426,9	427,2	11,41,5	1,004,0	1,014,8	37,06,8	3	2,9	67,8
North Western	193,7	1,604,9	55,64,4	2,9	2,9	1,0	196,6	1,607,8	55,65,4	68,8	68,8	15,23,6
South Indian	1	36,1	6,02,5	..	..	..	1	36,1	6,02,5	2	2	4,2
Total	17,568,9	25,398,8		4,681,3	5,900,0		22,250,2	31,298,8		194,7	205,3	
3′ 3⅜″ GAUGE.												
Assam Bengal	31,0	167,5	4,47,9	5	9,6	29,3	31,5	177,1	4,77,2	7	1,2	11.5
Bengal and North Western.	3,6	322,8	7,68,4	434,1	1	..	3,7	322,9	7,68,4	..	1	4
Bombay, Baroda and Central India.	6	500,4	*	..	181,1	*	6	681,5	*	1,2	6,2	*
Eastern Bengal	1,9	354,8	*	..	100,4	*	1,9	455,2	*	..	6,3	*
Jodhpur	2	14,1	37,5	..	2,9	2,6	2	17,0	40,1	2	6,0	1,33,8
Madras and Southern Mahratta.	3,2	74,8	*	..	..	*	3,2	74,8	*	10,3	13,9	*
Mysore State	5	62,5	1,72,6	3	3	2	8	62,8	1,72,8	2,9	3,0	32,0
Nizam's State	2	71,3	*	..	..	*	2	71,3	*	2,4	3,4	*
Rohilkund and Kumaon	5	29,0	25,5	..	..	..	5	29,0	25,5	..	..	..
South Indian	49,8	78,7	*	..	..	..	49,8	78,7	*	1	1	*
Total	91,5	1,675,9		9	294,4		92,4	1,970,3		17,8	40,2	
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur	40,5	61,7	*	1,9	1,9	*	42,4	63,6	*	..	6	*
Bombay, Baroda and Central India	..	3,6	*	..	..	*	..	3,6	*	..	5	*
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	15,6	*	..	..	*	..	15,6	*	8	8	*
Mysore State	..	..	‡	..	..	‡	..	..	‡	..	..	‡
North Western	115,2	135,8	*	7	7	*	115,9	136,5	*	1	7	*
South Indian	..	..	*	..	..	..	..	..	*	..	..	*
Total	155,7	216,7		2,6	2,6		158,3	219,3		9	2,6	
Total, 1940-41	17,816,1	27,291.4	10,10,79,4	4,684,8	6,197,0	3,34,26,0	22,500,9	33,488,4	13,45,05,4	213,4	248,1	39,32,0
Total, 1939-40	17,992,2	26,356,2	9,11,42,7	4,250,7	5,960,7	2,95,36,4	22,242,9	32,316,9	12,06,79,1	196,7	230,5	35,42,1
Increase	..	935,2	99,36,7	1	236,3	38,89,6	258,0	1,171,5	1,38,26,3	16,7	17,6	3,89,9
Decrease	176,1	..	..	...	..	..	..	..	...	..	..	..

*Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Included with 3′ 3⅜″ gauge.

Railways and the earnings therefrom for the year 1940-41. (*In hundreds.*)

II.—Heavy Merchandise.									
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
204,2	223,7	7,18.0	85,2	90,0	4,76,7	446,5	464,9	48,85,4	Bengal Nagpur.
93,5	138,4	6,15,9	7,9	8,3	62,7	111,7	134,5	22,98,3	Bombay, Baroda and Central India.
15,2	38,7	54,4	32,2	62,8	4,62,6	131,8	157,8	13,21,5	Eastern Bengal.
138,7	180,6	4,96,1	101,9	113,0	3,65,6	231,9	385,9	26,28,0	East Indian.
180,1	184,8	3,95,8	4,8	6,4	52,1	61,0	196,5	16,20,9	Great Indian Peninsula.
47,2	59,1	4,35,5	28,4	29,9	2,48,7	194,1	236,6	32,32,4	Madras and Southern Mahratta.
78,7	78,7	3,02,3	9	9	8,3	53,2	70,3	6,67,2	Nizam's State.
369,0	390,7	15,39,4	23,7	24,0	1,23,4	396,8	426,1	53,53,0	North Western.
46,5	49,2	4,37,4	23,8	131,3	17,55,3	43,6	88,7	17,97,4	South Indian.
1,173,1	1,343,9		308,8	466,6		1,670,6	2,161,3		Total.
									3′ 3⅜″ Gauge.
3,9	3,9	6,6	52,2	54,2	2,46,4	124,4	135,9	8,54,9	Assam Bengal.
116,1	118,0	2,21,7	24,1	36,1	1,70,6	144,9	293,3	14,00,3	Bengal and North Western.
72,0	89,1	*	2	1,5	*	2,4	87,2	*	Bombay, Baroda and Central India.
5,6	5,7	*	46,5	52,8	*	120,5	147,7	*	Eastern Bengal.
15,5	16,5	43,5	1,1	1,3	6,5	7,4	27,0	2,72,6	Jodhpur.
57,0	57,7	*	14,2	20,8	*	102,0	166,2	*	Madras and Southern Mahratta.
60,8	62,5	87,0	9,9	10,0	38,4	36,4	48,9	1,64,6	Mysore State.
15,8	15,9	*	5	5	*	9,6	18,4	*	Nizam's State.
201,1	201,1	4,29,9	8,1	8,1	41,9	4,6	7,3	29,1	Rohilkund and Kumaon.
56,2	57,2	*	182,4	184,1	*	214,7	225,8	*	South Indian.
604,0	627,6		339.2	369.4		766,9	1,157,7		Total.
									2′ 6″ and 2′ 0″ Gauges.
58,2	58,3	*	6.1	6,2	*	35 2	41,7	*	Bengal Nagpur.
35,2	36,3	*	2	2	*	3	11,2	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	1	*	1	5,6	*	Great Indian Peninsula.
13,1	13,1	‡	3	3	‡	2,1	2,1	‡	Mysore State.
5,7	10,4	*	2	2	*	27,4	31,7	*	North Western.
3,1	3,1	*	5.0	5,0	*	7	8	*	South Indian.
115,3	121,2		11,8	12,0		65,8	93,1		Total.
1,892,4	2,092,7	57,83,5	659,8	848.0	40,59,2	2,503,3	3,412,1	2,65,25,6	Total, 1940-41.
1,753,1	1,949,4	47,71,8	862,1	1,053,9	49,89,1	3,026,7	4,229,7	3,09,83,0	Total, 1939-40.
139,3	143,3	10,11,7	..	..	..	..	..	..	Increase.
..	..	..	202,3	205,9	9,29,9	523,4	817,6	44,57,4	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy Mer								
	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.		Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	74,4	110,6	12,41,9	31,6	45,7	5,26,9	5	4,6	32,1
Bombay, Baroda and Central India	56,3	118,9	25,59,8	29,2	132,6	37,72,5	34,7	77,6	17,68,7
Eastern Bengal	53,6	61,9	6,80,8	Nil	Nil	Nil	Nil	Nil	Nil
East Indian	299,2	366,8	31,15,7	229,5	564,5	70,65,2	25,1	62,1	4,07,3
Great Indian Peninsula	307,9	442,9	59,08,2	213,7	255,4	28,31,7	151,8	184,9	18,15,5
Madras and Southern Mahratta	41,0	210,5	19,80,6	7,0	28,6	5,88,6	9,7	18,8	6,61,0
Nizam's State	38,5	179,4	14,14,4	1,7	26,1	3,39,5	22,2	29,5	3,12,5
North Western	238,4	294,6	29,21,2	1,094,4	1,131,1	1,11,32,4	61,7	75,3	6,63,5
South Indian	26,1	51,3	13,00,9	7,0	10,3	1,62,1	4,6	9,3	1,01,2
Total	1,135,4	1,836,9		1,614,1	2,194,3		310,3	462,1	
3′ 3¾″ Gauge.									
Assam Benga	6,6	28,7	1,66,4	2,3	12,3	68,2	..	..	2
Bengal and North Western	98,5	121,2	7,70,8	47,7	100,3	8,75,3	‡	‡	‡
Bombay, Baroda and Central India	77,6	139,7	*	97,4	229,3	*	67,8	114,1	*
Eastern Bengal	21,9	75,9	*	Nil	Nil	Nil	..	..	..
Jodhpur	7,4	40,1	2,98,9	88,2	127,6	9,85,7	6,7	31,7	2,93,8
Madras and Southern Mahratta	17,6	84,0	*	41,9	51,3	*	55,9	78,6	*
Mysore State	11,0	34,7	1,49,1	4,2	21,3	1,00,9	20,1	20,2	74,7
Nizam's State	32,7	66,0	*	9,7	16,1	*	15,5	18,3	*
Rohilkund and Kumaon	36,8	39,6	1,75,1	42,9	44,2	2,05,5	3,1	4,3	13,6
South Indian	105,1	134,8	*	7,0	10,5	*	4,1	4,3	*
Total	415,2	764,7		341,3	612,9		173,2	271,5	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	15,9	19,0	*	7,6	8,9	*	1,6	2,8	*
Bombay, Baroda and Central India	1,9	3,2	*	3	2,7	*	1,4	3,4	*
Eastern Bengal	..	1	*	..	..	..	..	..	..
Great Indian Peninsula	2,1	3,6	*	3	2,6	*	7,2	7,3	*
Mysore State	1,1	1,3	††	1	1	††	..	..	††
North Western	17,6	21,0	*	8,8	26,1	*	2,4	3,9	*
South Indian	5,9	5,2	*	..	1	*	2,2	2,2	*
Total	43,6	53,4		17,1	40,5		14,8	19,6	
Total, 1940-41	1,594,2	2,655,0	2,26,83,8	1,972,5	2,847,7	2,86,54,5	498,3	753,2	61,44,1
Total, 1939-40	1,440,4	2,294,8	1,96,62,4	1,847,8	2,632,9	2,54,31,0	622,6	1,090,3	90,78,4
Increase	153,8	360,2	30,21,4	124,7	214,8	32,23,5	..	..	..
Decrease	..	..	..	..	..	..	124,3	337,1	29,34,3

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Not recorded.

†† Shown under 3′ 3¾″ gauge.

Railways and the earnings therefrom for the year 1940-41. (*In hundreds*)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
1,6	2,8	20,3	102,3	112,7	2,74,0	96,7	143,9	18,34,9	Bengal Nagpur.
22,6	35,1	9,67,8	283,8	318,9	19,53,5	221,8	245,0	62,78,3	Bombay, Baroda and Central India.
11,5	20,6	3,57,1	3,5	60,9	1,61,5	90,9	105,4	11,16,0	Eastern Bengal.
152,2	176,6	15,01,2	576,9	696,2	23,65,5	144,0	266,8	21,93,7	East Indian.
23,6	31,9	3,34,6	175,1	262,5	10,73,2	103,0	245,4	33,68,7	Great Indian Peninsula.
7,3	15,7	1,87,7	44,1	59,5	6,25,7	63,7	75,0	8,41,7	Madras and Southern Mahratta.
6	2,3	26,0	84,9	85,7	3,62,1	2,1	45,1	6,67,4	Nizam's State.
65,4	71,8	5,62,1	772,5	788,8	19,39,3	188,5	199,8	22,51,6	North Western.
1,9	4,0	1,95,5	16,0	16,6	3,85,6	5,8	51,3	14,34,1	South Indian.
286,7	360,8		2,059,1	2,401,8		916,5	1,377,7		Total.
									3′ 3½″ GAUGE.
6	8	4,4	120,9	121,0	4,75,4	45,4	50,5	3,80,2	Assam Bengal.
139,4	167,3	10.40,8	15,7	18,6	54,9	4,3	168,7	14,95,4	Bengal and North Western.
46,7	67,9	*	119,6	220,9	*	280,5	384,9	*	Bombay, Baroda and Central India.
23,2	54,6	*	6,0	12,9	*	3,4	70,2	*	Eastern Bengal.
1,7	22,8	1,22,9	112,7	116,0	4,30,1	63,8	64,3	3,31,3	Jodhpur.
7,9	12,7	*	111,7	117,7	*	10,3	58,4	*	Madras and Southern Mahratta.
26,9	28,8	1,75,8	13,7	21,5	60,4	3	14,4	67,7	Mysore State.
7	1,5	*	2	9,2	*	3	23,3	*	Nizam's State.
14,7	15,5	53,3	39,8	40,9	87,6	4	30,8	2,11,6	Rohilkund and Kumaon.
30,9	32,0	*	113,4	114,0	*	149,5	150,8	*	South Indian.
292,7	403,9		653,7	792,7		558,2	1,016,3		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
9	9	*	1,4	2,3	*	6	24,1	*	Bengal Nagpur.
1,0	2,0	*	7	4,9	*	..	3,2	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
2	3	*	5,1	5,7	*	..	4,6	*	Great Indian Peninsula.
1,3	1,3	††	2	2	††	..	...	††	Mysore State.
9	1,4	*	1,9	4,2	*	7	2,4	*	North Western.
9	1,1	*	..	..	*	..	3,2	*	South Indian.
5,2	7,0		9,3	17,3		1,3	37,5		Total.
584,6	771,7	55,49,5	2,722,1	3,211,8	1,02,51,8	1,476,0	2,431,5	2,24,72,6	Total, 1940-41.
637,0	874,9	63,74,5	2,705,1	3,272,9	93,90,6	1,486,5	2,442,8	2,03,53,7	Total, 1939-40.
..	..	..	17,0	..	8,61,2	..	..	21,18,9	Increase.
52,4	103,2	8,25 0	..	61,1	..	10,5	11.3	..	Decrease.

29.—*Statement of Principal Commodities carried by* **Class I**

II.—Heavy Mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	12,5	49,3	6,04,9	127,2	147,1	8,66,5	3,716,5	3,910,2	1,33,82,8
Bombay, Baroda and Central India	12,8	59,2	32,24,8	77,0	166,5	13,47,2	..	32,3	2,10,0
Eastern Bengal	32,8	41,0	6,23,0	25,2	71,1	7,12,4	..	..	..
East Indian	225,1	359,8	28,73,2	220,6	338,3	18,10,6	2,3	16,2	66,8
Great Indian Peninsula	79,3	179,2	31,66,7	173,7	249,9	15,52,1	8,5	50,5	4,49,2
Madras and Southern Mahratta	11,2	52,3	6,67,8	15,2	69,0	8,22,2	21,6	25,9	3,89,3
Nizam's State	2,0	5,9	2,54,0	36,4	38,1	4,46,9	..	1	6
North Western	120,8	251,0	41,57,7	288,3	338,1	18,85,2	9	41,7	6,79,3
South Indian	8,9	38,5	5,43,2	100,8	104,3	11,61,7	..	..	..
Total	505,4	1,036,2		1,064,4	1,522,4		3,749,8	4,076,9	
3′ 3⅜″ Gauge.									
Assam Bengal	5,3	23,9	1,51,8	23,2	35,8	1,83,7	..	..	..
Bengal and North Western	359,2	360,8	34,23,9	124,9	132,3	6,23,0	†	†	†
Bombay, Baroda and Central India	15,7	163,0	*	5,9	92,2	*	..	..	*
Eastern Bengal	11,9	48,6	*	42,4	72,0	*	..	..	..
Jodhpur	4,4	35,8	3,33,7	1,1	8,9	50,7	..	..	..
Madras and Southern Mahratta	22,3	30,4	*	28,9	42,0	*	33,4	36,4	*
Mysore State	31,7	32,1	1,68,2	25,3	26,7	2,39,2	6,5	6,8	18,9
Nizam's State	14,1	17,8	*	2,7	8,8	*	..	..	*
Rohilkund and Kumaon	99,2	99,5	5,81,6	157,1	157,3	6,62,1	..	..	†
South Indian	28,6	34,6	*	37,9	45,2	*	..	..	..
Total	592,4	846,5		449,4	621,2		39,9	43,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	4	4,6	*	64,6	66,5	*	186,5	186,5	*
Bombay, Baroda and Central India	3	3,3	*	40,3	43,3	*	32,0	32,0	*
Eastern Bengal	..	..	*	..	..	*	..	..	..
Great Indian Peninsula	1	2,1	*	2,9	4,2	*	..	..	*
Mysore State	9	1,0	††	7,3	7,3	††	..	..	††
North Western	3	5,5	*	5,8	10,2	*	40,3	40,3	*
South Indian	..	1	*	..	4	*	..	..	..
Total	2,0	16,6		120,9	131,9		258,8	258,8	
Total, 1940-41	1,099,8	1,899,3	2,07,74,5	1,634,7	2,275,5	1,23,63,5	4,048,5	4,378,9	1,51,96,9
Total, 1939-40	807,0	1,347,8	1,33,46,4	1,317,8	1,905,2	92,51,8	3,992,6	4,404,5	1,51,42,8
Increase	292,8	551,5	74,28,1	316,9	370,3	31,11,7	55,9	..	54,1
Decrease	..	..	..	..	..	..	..	25,6	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded.

†† Shown under 3′ 3⅜″ Gauge.

Railways and the earnings therefrom for the year 1940-41. (*In hundreds*)—contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
88,5	151,5	17,79,6	7	11,5	3,22 4	5,9	8,6	2,47,7	Bengal Nagpur.
90,7	173,1	27,50,3	135,0	231,1	65,71,1	11,0	11,0	6,20,9	Bombay, Baroda and Central India.
8,3	30,0	5,89,9	9	2,2	16.6	45,3	66,2	9,60,2	Eastern Bengal.
214,4	412,6	52,84,3	13,1	67,9	16,87,3	..	25,4	11,38,5	East Indian.
303,9	564,7	73,73,2	154,4	246,8	79,41,0	34,1	38,9	12,11,1	Great Indian Peninsula.
113,8	221,7	54,38,6	28,0	66,4	18,53,1	32,6	32,7	10,84,9	Madras and Southern Mahratta.
78,0	120,2	16,95,5	1,8	15,5	11,05,8	..	7,9	2,47,2	Nizam's State.
399,9	445,9	47,30,3	318,8	347,1	1,18,08,0	62,6	64,8	32,99,7	North Western.
39,0	75,8	22,45,6	16,6	33,7	7,15,8	12,3	12,7	5,58,5	South Indian.
1,336,5	2,195,5		669,3	1,022,2		203,8	268,2		Total.
									3′ 3¾″ Gauge.
9,0	13,1	69,7	1,1	1,2	7,5	36,9	36,9	6,62,8	Assam Bengal.
104,4	117,5	7,55,2	†	†	†	4	8,5	2,80,7	Bengal and North Western.
84,1	225,6	*	47,7	125,1	*	6	5,7	*	Bombay, Baroda and Central India.
51,5	67,5	*	1	1	*	..	30,4	*	Eastern Bengal.
81,0	90,3	8,55,3	53,7	62,0	7,99,5	..	3,8	1,92,2	Jodhpur.
239,6	293,2	*	39,7	47,5	*	10,9	10,9	*	Madras and Southern Mahratta.
35,1	37,1	1,75,8	3,7	12,1	1,45,4	3,3	3,5	61,4	Mysore State.
129,9	134,3	*	48,7	49,2	*	5	8	*	Nizam's State.
19,1	19,4	86,5	..	2,1	6,7	..	1,8	35,8	Rohilkund and Kumaon.
126,0	177,5	*	22,9	32,5	*	13,2	13,3	*	South Indian.
870,7	1,172,5		217,6	331,8		65,8	115,6		Total.
									2′ 6″ and 2′ 0″ Gauges.
17,3	19,6	*	6	7	*	..	1,1	*	Bengal Nagpur.
11,6	14,3	*	14 6	15,6	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
12,3	12,8	*	25,7	25,7	*	..	..	*	Great Indian Peninsula.
1,8	1,8	††	..	..	††	..	..	††	Mysore State.
11,3	12,4	*	..	..	*	1	1,1	*	North Western.
7,1	7,2	*	..	..	*	..	..	*	South Indian.
61,4	68,1		40,9	42,0		1	2,2		Total.
2,266,6	3,436,1	3,38,29,8	927,8	1,396,0	3,29,80,2	269,7	386,0	1,06,31,6	Total, 1940-41.
2,439,2	3,705,8	3,34,22,8	920,0	1,326,0	3,02,22,0	273,1	380,2	1,06,14,5	Total, 1939-40.
..	..	4,07,0	7,8	70,0	27,58,2	..	5,8	17,1	Increase.
170,6	269,7	..	..	..	..	3,4	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Molasses (in bulk).			(17) Cement.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	25,4	31,1	6,92,2	..	3	4,0	1,8	52,9	4,85,7
Bombay, Baroda and Central India	7,5	9,8	2,00,2	..	..	24,9	165,8	172,5	25,77,4
Eastern Bengal	60,5	65,6	12,45,7	7,2	13,7	99,1	1,7	41,1	4,32,1
East Indian	5,6	63,1	11,62,6	43,4	44,5	3,97,4	410,7	505,6	46,35,0
Great Indian Peninsula	35,8	38,0	9,04,0	5,2	5,2	44,8	308,7	327,5	27,18,9
Madras and Southern Mahratta	47,9	47,9	9,51,9	2	2	7	36,1	62,7	6,99,7
Nizam's State	..	4,2	75,2	..	..	..	1,3	19,3	1,66,7
North Western	17,8	18,0	4,75,4	29,4	32,6	1,77,8	288,0	313,5	27,59,2
South Indian	21,0	21,6	6,47,8	..	..	..	126,7	139,1	20,17,3
Total	221,5	299,3		85,4	96,5		1,340,8	1,634.2	
3′ 3⅜″ Gauge.									
Assam Bengal	84,4	84,5	10,66,0	..	6	5,6	12,1	24,0	2,70,6
Bengal and North Western	2,2	66,3	8,08,7	33,3	39,0	1,67,4	7	22,2	1,37,4
Bombay, Baroda and Central India	1	4,6	*	7	3,7	*	54,4	112,5	*
Eastern Bengal	..	74,2	*	2	5	*	1,9	31,7	*
Jodhpur	..	1,4	42,3	8	8	1,7	7	9,0	53,6
Madras and Southern Mahratta	20,4	21,4	*	..	..	*	4,8	15,5	*
Mysore State	2,5	3,7	30,7	..	..	..	22,9	24,4	1,56,9
Nizam's State	..	1,4	*	..	..	..	1	4,8	*
Rohilkund and Kumaon	..	1,0	4,5	3	3	4	5	14,6	66,5
South Indian	30,3	30,7	*	..	..	..	69,8	141,6	*
Total	139,9	289,2		35,3	44,9		167,9	400,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..	3,5	*	..	..	*	2	2,5	*
Bombay, Baroda and Central India	..	..	*	..	..	*	..	4,1	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	..	*	..	..	*	..	1,3	*
Mysore State	..	..	††	..	..	..	2	4	††
North Western	..	1	*	3	9	*	..	11,0	*
South Indian	..	1	*	..	..	..	..	1	*
Total	..	3,7		3	9		4	19,4	
Total, 1940-41	361,4	592,2	83,07,2	121,0	142,3	9,23,8	1,509,1	2,053,9	1,71,27,0
Total, 1939-40	361,7	567,5	74,28,7	178,3	197,2	9,45,3	§444,8	§645,4	§47,94,4
Increase	..	24,7	8,78,5	..	..	..	1,064,3	1,408,5	1,23,32,6
Decrease	3	..	..	57,3	54,9	21,5	..	..	..

*Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded. †† Shown under 3′ 3⅜″ Gauge.

§Up to November 1939 cement was included under Other Commodities. Separate figures shown against 1939-40 are from December 1939 only.

Railways and the earnings therefrom for the year 1940-41. (*In hundreds*)—contd.

III. Light Merchandise.									
(18)Total heavy merchandise, (Item 1 to 17).			(1) Cotton, raw ungressed.			(2) Cotton, manufactured.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
4,817,3	5,337,7	2,76,78,0	1	2	4,2	21,2	113,9	25,44,1	Bengal-Nagpur.
1,267,8	1,926,4	3,71,88,4	5,7	6,4	1,80,2	128,2	143,9	1,02,35,8	Bombay, Baroda and Central India.
505,4	800,3	87,81,5	3	3,6	38,0	30,2	39,1	9,36,6	Eastern Bengal.
2,895,9	4,465,3	3,86,97,9	3,9	7,4	2,12,8	88,0	122,3	26,89,4	East Indian.
2,144,5	3,326,6	4,23,65,9	5,5	7,7	1,10,4	154,3	218,9	59,57,1	Great Indian Peninsula.
701,9	1,253,4	2,02,74,6	1,7	3,0	2,49,7	29,2	92,8	23,22,9	Madras and Southern Mahratta.
323,6	650,5	77,89,3	1,4	1,8	35,6	6,4	22,1	5,59,5	Nizam's State.
4,367,9	4,864,2	5,49,19,1	68,4	73,4	6,69,2	75,4	145,3	34,65,8	North Western.
454,1	788,5	1,50,52,0	7,6	11,8	2,53,2	52,9	63,6	19,74,1	South Indian.
17,478,4	23,412,9		94,6	115,3		585,8	961,9		Total.
									3′ 3-3/8″ Gauge.
524,4	623,4	45,63,8	6,2	6,3	65,2	3,5	14,4	1,78,7	Assam-Bengal.
1 099,7	1,652,1	1,20,04,4	†	‡	†	32,9	60,1	11,15,7	Bengal and North Western.
901,4	1,977,9	*	4,3	5,8	*	108,9	158,8	*	Bombay, Baroda and Central India.
329,5	739,1	*	4	2,1	*	1,6	26,5	*	Eastern Bengal.
430,7	642,8	50,70,8	30,2	30,9	2,01,3	1,9	16,8	2,96,3	Jodhpur.
761,5	1,087,0	*	15,5	16,1	*	17,2	37,9	*	Madras and Southern Mahratta.
253,5	346,2	18,28,1	7	2,2	13,4	7,7	13,7	1,39,0	Mysore State.
256,2	367,4	*	1,6	1,6	*	5,4	9,9	*	Nizam's State.
426,6	486,7	22,61,8	3	6	8,0	3,5	14,6	1,27,8	Rohilkund and Kumaon.
1,135,8	1,331,7	*	11,7	12,2	*	60,9	76,5	*	South Indian.
6,119,3	9,254,3		70,9	77,8		243,5	429,2		Total.
									2′ 6″ and 2′ 0″ Gauges.
338,9	390,9	*	1	1	*	2,0	7,1	*	Bengal-Nagpur.
104,6	143,4	*	3	4	*	2	1,1	*	Bombay, Baroda and Central India.
..	1	*	..	..	*	..	2	*	Eastern Bengal.
56,0	75,9	*	..	..	*	1,7	2,9	*	Great Indian Peninsula.
15,3	15,8	††	..	..	††	2	3	††	Mysore State.
118,0	172,4	*	4,6	4,7	*	1	3,3	*	North Western.
20,9	25,5	*	2	2	*	1	2	*	South Indian.
653,7	824,0		5,2	5,4		4,3	15,1		Total.
24,251,4	33,491,2	27,84,75,6	170,7	198,5	20,41,2	833,6	1,406,2	3,25,41,9	Total, 1940-41.
23,362,7	32,371,8	25,14,31,4	151,0	178,5	14,53,8	733,7	1,253,6	2,60,91,4	Total, 1939-40.
888,7	1,119,4	2,70,44,2	19,7	20,0	5,87,4	99,9	152,6	64,50,5	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway.	(3) Fodder.			(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	81,9	93,1	4,15,2	37,7	76,8	10,69,2	5,0	28,7	4,90,5
Bombay, Baroda and Central India	162,7	183,2	15,30,7	28,5	66,8	18,20,3	8,8	79,3	34,66,1
Eastern Bengal	35,5	45,0	2,80,8	184,1	202,3	8,38,4	6,4	12,0	4.70,5
East Indian	165,7	195,5	9,34,0	905,2	940,5	21,41,2	167,9	191,8	15,43,6
Great Indian Peninsula	179,3	216,6	13,42,7	101,2	132,7	14,13,1	55,4	141,8	16,98,0
Madras and Southern Mahratta	34,5	104,1	8,21,9	67,5	119,8	15,21,5	52,2	68,4	11,49,4
Nizam's State	6,1	11,4	91,1	2,8	9,2	2,39,5	4	4,9	1,24,7
North Western	155,0	216,3	10,28,9	274,8	328,8	25,24,5	245,1	287,5	35,71,4
South Indian	6,0	7,6	1,72,6	75,7	83,4	14,99,5	18,3	19,9	5,09,5
Total	826,7	1,972,8		1,677,5	1,960,3		559,5	834,3	
3′ 3 3/8″ Gauge.									
Assam-Bengal	3,3	4,4	17,5	28,7	36,3	2,55,0	7,5	22,1	1,19.0
Bengal and North Western	45,5	46,8	1,86,0	1,021,3	1,047,6	12,99,1	87,1	97,2	6,89,8
Bombay, Baroda and Central India	25,9	89,8	*	106,3	135,0	*	6,1	189,4	*
Eastern Bengal	18,1	28,4	*	68,9	100,5	*	4,1	55,4	*
Jodhpur	15,5	27,4	1,82,0	11,1	23,1	1,44,0	8	24,4	2,59,4
Madras and Southern Mahratta	46,9	79,5	*	30,3	42,7	*	53,9	70,2	*
Mysore State	5,7	6.6	16.7	120,2	124,5	2,19,8	10,0	11,4	61,3
Nizam's State	2,1	2,4	*	91,2	92,4	*	4,1	8,1	*
Rohilkund and Kumaon	4,6	5.2	22,8	477,2	484,9	5,59,7	116,9	117,0	8,34,2
South Indian	15,9	18,0	*	141,6	162,2	*	25,9	33,2	*
Total	183,5	308,5		2,096,8	2,249,2		316,4	628,4	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	4,8	5,7	*	2,4	4,3	*	4	4,1	*
Bombay, Baroda and Central India	2,0	2,7	*	9	1,8	*	2	4,2	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	1,1	10,4	*	6	8	*	14,2	19,6	*
Mysore State	3	3	†	7,6	7,9	†	1,4	1,4	†
North Western	2,9	5,1	*	24,1	25,3	*	9	4,4	*
South Indian	3	3	*	6	7	*	..	1	*
Total	11,4	24,5		36,2	40,8		17,1	33,8	
Total, 1940-41	1,021,6	1,405,8	70,42,9	3,810,5	4,250,3	1,55,44,8	893,0	1,496,5	1,49,87,4
Total, 1939-40	1,327,4	1,850,0	97,29,3	4,471,8	4,972,4	1,52,77,6	615,9	1,073,5	97,33,6
Increase	..	..	..	..	..	2,67,2	277,1	423,0	52,53,8
Decrease	305,8	444,2	26,86,4	661,3	722,1	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Not compiled.

§ Included under "Other Commodities."

† Shown under 3′ 3½″ Gauge.

Railways and the earnings therefrom for the year 1940-41. (In hundreds)—contd.

Merchandise—*contd.*

(6) Jute, raw.			(7) Iron and Steel, wrought.			(8) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
94	95	69	97	98	99	100	101	102	103
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
19,3	33,2	3,27,5	701,1	720,2	67,23,0	7,8	21,3	3,97,1	Bengal-Nagpur.
..	..	..	52,6	76,2	20,96,2	34,2	36,4	8,52,9	Bombay, Baroda and Central India.
313,4	630,7	96,35,5	49,6	138,6	9,55,8	72,9	73,1	8,02,3	Eastern Bengal.
21,8	59,3	3,79,5	351,2	566,4	77,28,7	15,4	56,0	11,90,7	East Indian.
..	..	..	128,0	289,2	56,10,1	45,9	46,7	11,54,7	Great Indian Peninsula.
§	§	§	46,8	137,2	21,90,5	30,5	30,6	5,95,6	Madras and Southern Mahratta.
..	..	3	6,4	19,5	3,80,2	4	5,7	1,29,2	Nizam's State.
1	2	1,6	126,3	187,5	44,35,0	49,7	49,8	18,61,3	North Western.
..	..	5	12,1	35,5	8,79,4	10,3	12,7	3,10,3	South Indian.
354,6	723,4		1,474,1	2,170,3		267,1	332,3		Total.
									3′ 3-3/8″ Gauge.
167,1	171,7	8,78,9	20,3	34,6	3,82,3	80.5	81,7	9,95,9	Assam-Bengal.
10,7	31,6	3,79,6	22,2	39,6	3,89,2	9,1	22,8	2,37,4	Bengal and North Western.
..	..	..	16,9	53,7	*	1,0	17,3	*	Bombay, Baroda and Central India.
415,8	462,1	*	5,4	30,6	*	4,1	41,2	*	Eastern Bengal.
..	1	4	2,8	13,3	2,10,0	2	7,4	1,70,5	Jodhpur.
§	§	§	15,3	49,4	*	15.2	21,9	*	Madras and Southern Mahratta.
..	..	..	40,0	43,0	1,75,1	3,4	7,8	54,2	Mysore State.
..	..	*	4,8	12,9	*	3	4,6	*	Nizam's State.
††	††	††	3,7	9,7	56.7	1,7	4,4	21,3	Rohilkund and Kumaon.
1	1	*	31,7	46,0	*	14,9	16,9	*	South Indian.
593,7	665,6		163,1	332,8		130,4	226,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	2,6	5,7	*	1,0	3,4	*	Bengal-Nagpur.
..	..	..	4	1,5	*	2	2,7	*	Bombay, Baroda and Central India.
..	..	*	1	1	*	..	..	*	Eastern Bengal.
..	..	..	1,3	2,4	*	2,0	4,1	*	Great Indian Peninsula.
..	..	..	3	4	†	5	5	†	Mysore State.
..	..	*	1,0	3,4	*	2	2,2	*	North Western.
..	..	*	1	2	*	1	1,2	*	South Indian.
..	..		5,8	13,7		4,0	14,1		Total.
948,3	1,389,0	1,16,03,8	1,643,0	2,516,8	3,22,12,2	401,5	572,4	87,73,4	Total, 1940-41.
1,044,2	1,611,9	1,21,87,2	1,543,0	2,521,5	2,89,15,6	436,4	613,0	84,49,9	Total, 1939-40.
..	..	..	100,0	..	32,96,6	..	..	3,23,5	Increase.
95,9	222,9	5,83,4	..	4,7	..	34,9	40,6	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
104	105	106	107	108	109	110
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	3,7	3,8	66,3	17,2	44,0	10,93 6
Bombay, Baroda and Central India	4,8	4,8	1,69,4	49,8	54,5	15,72,6
Eastern Bengal	2,4	2,4	65,1	15,1	29,6	9,22,0
East Indian	4,7	5,9	97,1	29,3	58,6	12,31,0
Great Indian Peninsula	4,5	5,1	89,6	10,5	43,8	12,77,6
Madras and Southern Mahratta	3,6	3,6	99,5	69,2	88,4	18,90,4
Nizam's State	8	8	25,0	2,3	10,6	3,37,2
North Western	7,5	8,4	1,40,8	31,3	40,3	8,65,7
South Indian	1,7	2,0	80,9	14,5	18,0	4,86,0
Total	33,7	36,8		239,2	387,8	
3′ 3-3/8″ GAUGE.						
Assam Bengal	3,8	9,0	1,24,7	2,7	14,6	1,78,2
Bengal and North Western	1,2	1,2	13,1	38,0	42,6	7,33,3
Bombay, Baroda and Central India	3,9	5,6	*	10,4	27,9	*
Eastern Bengal	8	2,0	*	23,4	40,0	*
Jodhpur	1,0	1,8	48,4	7	5,5	1,00,7
Madras and Southern Mahratta	2,7	3,2	*	22,6	29,5	*
Mysore State	7	8	9,2	3,5	7,9	81,7
Nizam's State	3	7	*	3,2	4,8	*
Rohilkund and Kumaon	4	4	5,2	2,4	4,2	43,7
South Indian	2,2	2,3	*	10,0	15,2	*
Total	17,0	27,0		116,9	192,2	
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	8	1,1	*	1,7	5,0	*
Bombay, Baroda and Central India	..	2	*	3	5	*
Eastern Bengal	..	..	*	..	3	*
Great Indian Peninsula	..	2	*	1	8	*
Mysore State	1	1	††	2	1,0	††
North Western	1	2	*	3	1,9	*
South Indian	..	1	*	..	7	*
Total	1,0	1,9		2,6	10,2	
Total, 1940-41	51,7	65,7	10,34,3	358,7	590,2	1,08,13,7
Total, 1939-40	52,9	65,9	9,80,3	324,5	540,0	89,36,8
Increase.	..	..	54,0	34,2	50,2	18,76,9
Decrease	1,2	2	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals, consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Shown under 3′ 3⅜″ gauge.

Railways and the earnings therefrom for the year 1940-41. (In hundreds)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
111	112	113	114	115	116	117	118	119	120
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
107,0	173,3	31,67,3	39,1	41,2	1,72,3	1,041,1	1,349,7	1,64,70,3	Bengal-Nagpur.
102,2	143,1	43,06,5	23,1	27,3	1,52,6	600,6	821,9	2,63,83,3	Bombay, Baroda and Central India.
52,7	115,9	32,76,0	8,8	14,3	1,10,1	771,4	1,306,6	1,83,31,1	Eastern Bengal.
121,7	197,0	50,09,8	19,1	21,3	1,58,5	1,893,9	2,422,0	2,33,16,3	East Indian.
121,5	213,5	45,33,0	11,6	12,7	54,0	817,7	1,328,7	2,32,40,3	Great Indian Peninsula.
62,2	157,5	31,58,0	34,9	38,7	2,03,0	432,3	844,1	1,42,01,5	Madras and Southern Mahratta.
34,2	63,4	10,71,8	31,9	33,2	2,60,0	93,1	182,6	32,54,1	Nizam's State.
150,6	186,2	50,75,3	1,8	5,3	23,3	1,186,0	1,529,0	2,36,62,8	North Western.
137,6	173,9	39,17,4	16,8	43,4	5,20,1	353,5	471,8	1,06,03,5	South Indian.
889,7	1,423,8		187,1	237,4		7,189,6	10,256,4		Total.
									3′ 3-3/8″ GAUGE.
†105,2	† 137,5	†25,15,1	16,6	31,1	1,65,1	445,4	563,7	58,75,6	Assam-Bengal.
76,0	98,5	12,73,6	4,8	5,8	26,3	1,348,8	1,493,8	63,43,1	Bengal and North Western.
36,5	91,2	*	4,6	8,1	*	324,8	782,6	*	Bombay, Baroda and Central India.
41,8	128,6	*	1,0	12,5	*	585,4	929,9	*	Eastern Bengal.
4,1	23,6	3,41,6	..	1,1	6,6	68,3	175,4	19,61,2	Jodhpur.
47,0	94,0	*	3,6	8,2	*	270,2	452,6	*	Madras and Southern Mahratta.
46,3	60,3	4,00,4	17,5	23,4	66,6	255,7	301,6	12,37,4	Mysore State.
23,4	34,0	*	25,0	29,1	*	161,4	200,5	*	Nizam's State.
5,0	10,2	81,2	9	1,4	6,2	616,6	652,6	17,66,8	Rohilkund and Kumaon.
121,0	152,1	*	30,0	70,5	*	465,9	605,2	*	South Indian.
506,3	830,0		104,0	191,2		4,542,5	6,157,9		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
8.3	16,6	*	1	3	*	24,2	53,4	*	Bengal-Nagpur.
5,2	9,2	*	2,9	2,9	*	12,6	27,2	*	Bombay, Baroda and Central India.
1,9	2,0	*	..	..	..	2,0	2,6	*	Eastern Bengal.
4	3,6	*	1	2	*	21,5	45,0	*	Great Indian Peninsula.
4,0	4,3	††	1	2	††	14,7	16,4	††	Mysore State.
5,4	8,2	*	..	..	*	39,6	58,7	*	North Western.
7,7	8,4	*	5	5	*	9,6	12,6	*	South Indian.
32.9	52,3		3,7	4,1		124,2	215,9		Total.
1,428,9	2,306,1	3,81,27,0	294,8	432,7	19,24,7	11,856,3	16,630,2	17,66,47,3	Total, 1940-41.
1,316,8	2,163,8	3,29,48,2	267,9	385,7	18,09,2	12,285,5	17,229,8	15,65,12,9	Total, 1939-40.
112,1	142,3	51,78,8	26,9	47,0	1,15,5	..	..	2,01,34,4	Increase.
..	..	..	..	..	..	429,2	599,6	..	Decrease.

† Includes Tea, Indian :—
62,2 76,4 19,11,1

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
121	122	123	124	125	126	127	128	129	130
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,090,9	2,347,0	1,79,25,5	7,949,3	9,034,4	6,20,73,8	219,4	274,8	18,31,2
Bombay, Baroda and Central India	723,8	893,9	1,65,54,7	2,592,2	3,642,2	8,01,26,4	9,2	15,8	3,36,2
Eastern Bengal	260,9	453,3	44,13,0	1,537,7	2,560,2	3,15,25,6	69,7	215,8	2,29,0
East Indian	2,031,9	2,599,6	2,77,95,4	6,821,7	9,486,9	8,98,09,6	150,9	186,2	15,28,1
Great Indian Peninsula	1,331,1	1,750,6	2,24,70,7	4,293,3	6,405,9	8,80,76,9	192,2	318,9	39,00,2
Madras and Southern Mahratta	351,9	714,2	1,00,48,8	1,486,1	2,811,7	4,45,24,9	15,6	33,7	4,06,5
Nizam's State	45,6	110,8	20,92,1	462,3	943,9	1,31,35,5	7,2	26,8	1,63,2
North Western	1,006,6	1,312,4	1,91,27,9	6,560,5	7,705,6	9,77,09,8	645,1	824,4	59,61,9
South Indian	271,5	345,8	67,77,0	1,079,1	1,606,1	3,24,32,5	22,6	33,7	3,20,0
Total	8,114,2	10,527,6		32,782,2	44,196,9		1,331,9	1,930,1	
3′ 3-3/8″ Gauge.									
Assam-Bengal	74,4	119,1	11,56,0	1,044,2	1,306,2	1,15,95,4	17,7	19,5	1,73,2
Bengal and North Western	185,0	349,9	32,10,5	2,633,5	3,495,8	2,15,58,0	38,6	38,7	1,22,6
Bombay, Baroda and Central India	244,6	533,8	*	1,470,8	3,294,3	*	3,7	25,0	*
Eastern Bengal	95,8	169,7	*	1,010,7	1,838,7	*	6,4	12,0	*
Jodhpur	88,7	134,7	12,33,7	587,7	952,9	82,65,7	..	18,8	1,94,5
Madras and Southern Mahratta	149,3	253,8	*	1,181,0	1,793,4	*	6,0	13,6	*
Mysore State	47,8	127,3	16,35,4	557,0	775,1	47,00,9	7,4	15,2	54,1
Nizam's State	31,9	57,5	*	449,5	625,4	*	1	4,0	*
Rohilkund and Kumaon	65,4	94,2	5,54,2	1,108,6	1,233,5	45,82,8	10,9	11,0	35,3
South Indian	193,8	280,5	*	1,795,5	2,217,4	*	2,2	12,6	*
Total	1,176,7	2,120,5		11,838,5	17,532,7		93,0	170,4	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	83,0	99,3	*	446,1	543,6	*	26,2	27,8	*
Bombay, Baroda and Central India	22,2	29,5	*	139,4	200,1	*	4	4	*
Eastern Bengal	1	4	*	2,1	3,1	*	..	..	*
Great Indian Peninsula	3,5	7,8	*	81,0	128,7	*	1,5	1,5	*
Mysore State	4,4	5,2	†	34,4	37,4	†	1,0	1,0	†
North Western	26,5	53,8	*	184,1	284,9	*	23,6	52,6	*
South Indian	9	3,5	*	31,4	41,6	*	..	..	*
Total	140,6	199,5		918,5	1,239,4		52,7	83,3	
Total, 1940 41	9,431,5	12,847,6	13,49,94,9	45,539,2	62,969,0	59,01,17,8	1,477,6	2,183,8	1,52,56,0
Total, 1939-40	10,240,2	13,778,7	11,96,82,5	45,888,4	63,380,3	52,76,26,8	434,2	708,5	44,75,7
Increase	..	..	1,53,12,4	..	..	6,24,91,0	1,043,4	1,475,3	1,07,80,3
Decrease	808,7	931,1	..	349,2	411,3	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments

† Shown under 3′ 3⅜″ gauge.

Railways and the earnings therefrom for the year 1940-41. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
131	132	133	134	135	136	137	138	139	140
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
9,2	10,0	1,13,8	212,9	235,0	9,96,1	1,106,4	1,106,4	28,89,2	Bengal-Nagpur.
30,8	46,2	22,96,6	20,8	28,2	2,00,5	19,2	457,6	17,69,0	Bombay, Baroda and Central India.
2,5	2,8	79,9	339,4	354,0	3,55,0	8,2	361,2	9,88,8	Eastern Bengal.
33,3	44,9	17,09,4	1,213,9	1,219,5	9,24,5	1,965,4	1,965,4	64,26,6	East Indian.
21,2	23,3	4,74,8	116,0	154,5	4,62,5	746,6	1,116,5	28,80,4	Great Indian Peninsula.
9,9	10,8	2,31,9	53,2	91,0	3,26,2	5,7	485,2	26,56,3	Madras and Southern Mahratta.
7	9	21,2	54,8	66,4	1,30,8	225,8	225,8	3,51,6	Nizam's State.
35,5	35,6	6,35,3	744,0	744,3	7,55,3	55,2	1,234,6	52,17,6	North Western.
1,3	1,8	71,9	166,7	167,4	54,3	5,7	235,4	7,94,6	South Indian.
144,4	176,3		2,921,7	3,060,3		4,138,2	7,188,1		Total.
									3′ 3-3/8″ Gauge.
1,5	1,7	32,9	55,7	58,9	72,0	20,1	117,1	2,46,8	Assam-Bengal.
5,8	8 1	1,12,0	69,4	124,1	1,45,0	46,0	257,7	3,98,1	Bengal and North Western.
23,4	28,5	*	92,1	110,1	*	12,1	250,6	*	Bombay, Baroda and Central India.
6	3,0	*	29,9	47,9	*	10,9	168,4	*	Eastern Bengal.
1,8	2,1	31,1	48,6	56,4	42,4	6,6	98,3	2,55,6	Jodhpur.
2,5	3,0	*	6,3	25,3	*	155,4	155,4	*	Madras and Southern Mahratta
1,8	2,9	23,6	12,0	12,2	30,4	9	53,5	69,9	Mysore State.
5	6	*	22,5	24,8	*	2	34,4	*	Nizam's State.
4	5	4,6	44,6	46,1	2,07,0	61,4	61,4	29,0	Rohilkund and Kumaon.
1,4	1,5	*	91,4	92,7	*	10,0	159,4	*	South Indian.
39,7	51,9		473,5	598,5		323,6	1,356,2		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	19,3	19,3	*	59,5	63,4	*	Bengal-Nagpur.
1	1	*	1	3	*	6	7	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
..	..	†	3	3	†	..	1,0	†	Mysore State.
1	4	*	18,0	21,6	*	12,1	12,2	*	North Western.
..	..	*	..	..	*	..	..	*	South Indian.
2	5		37,7	41,5		72.2	77.3		Total.
184,3	228,7	58,39,0	3,432,9	3,700,3	47,02,0	4,534.9	8,621,6	2,49,73,5	Total, 1940-41.
189,9	242,1	55,49,5	3,596,4	3,950,6	52,14,3	4,688,4	8,585,5	2,50,34,9	Total, 1939-40.
—	..	2,89,5	..	..	..	..	36,1	..	Increase.
5,6	13,4	..	163,5	250,3	5,12,3	154,4	..	61,4	Decrease.

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1940-41. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.* (2) General Stores and materials			(3) Total.			X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
141	142	143	144	145	146	147	148	149	150
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	625,5	641,1	4,69,9	1,731,9	1,747,5	33,59,1	18,529,0	20,234,0	9,54,19,5
Bombay, Baroda and Central India	278,1	283,9	2,93,0	297,3	741,5	20,62,0	3,067,1	5,665,2	9,20,98,8
Eastern Bengal	360,3	414,7	7,40,4	368,5	775,9	17,29,2	2,372,0	5,663,4	3,80,52,8
East Indian	2,868,7	2,973,5	19,93,1	4,834,1	4,938,9	84,19,7	25,342,7	29,506,7	16,97,37,0
Great Indian Peninsula	895,6	895,6	4,80,5	1,642,2	2,012,1	33,60,9	7,270,5	12,032,2	11,24,86,7
Madras and Southern Mahratta	243,6	244,8	2,80,3	249,3	730,0	29,36,6	1,886,2	4,649,9	5,46,33,4
Nizam's State	59,9	60,7	94,7	285,7	286,5	4,46,3	1,893,7	2,420,9	1,79,73,9
North Western	1,399,2	1,433,4	11,51,3	1,454,4	2,668,0	63,68,9	9,983,9	14,045,2	12,00,59,6
South Indian	420,8	429,8	2,76,7	426.5	665,2	10,71,3	1,743,0	2,559,7	3,49,94,1
Total	7,151,7	7,377,5		11,289,9	14,565,6		72,088,1	96,777,2	
3′ 3-3/8″ GAUGE.									
Assam-Bengal	169,0	181,2	2,07,8	189,1	298,3	4,54,6	1,344,3	1,866,8	1,28,23,4
Bengal and North Western	165,9	182,3	2,17,4	211,9	440,0	6,15,5	3,079,0	4,547,7	2,35,43,6
Bombay, Baroda and Central India	150,2	169,0	*	162,3	419,6	*	1,826,1	4,654,3	*
Eastern Bengal	294,3	310,8	*	305,2	479,2	*	1,360,3	2,848,0	*
Jodhpur	136,3	140,6	62,8	142,9	238,9	3,18,4	797,9	1,308,6	90,69,5
Madras and Southern Mahratta	86,0	88,2	*	241,4	243,6	*	1,507,7	2,225,3	*
Mysore State	10,3	13,3	18,1	11,2	66,8	88,0	653,9	1,000,5	51,88,8
Nizam's State	90,0	91,2	*	90,2	125,6	*	581,2	871,0	*
Rohilkund and Kumaon	74,6	74,6	37,5	136,0	136,0	66,5	1,502,1	1,657,2	53,51,6
South Indian	937,3	947,2	*	947,3	1,106,6	*	2,943,9	3,566,8	*
Total	2,113,9	2,198.4		2,437,5	3,554.6		15,596,4	24,546,2	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	97,9	99,6	*	157,4	163,0	*	749,6	876,2	*
Bombay, Baroda and Central India	21,0	21,6	*	21,6	22,3	*	196,8	263,6	*
Eastern Bengal	1,1	1,1	*	1,1	1,1	*	3,2	4,2	*
Great Indian Peninsula	19,4	19,4	*	19,4	19,4	*	102,7	166,0	*
Mysore State	4	4	†	4	1,4	†	49,2	53,2	†
North Western	49,8	52,7	*	61,9	64,9	*	409,4	572,0	*
South Indian	8	9	*	8	9	*	35,3	45,6	*
Total	190,4	195,7		262,6	273,0		1,546,2	1,980,8	
Total, 1940-41	9,456,0	9,771,6	63,23,5	13,990,0	18,393,2	3,12,97,0	89,230,7	123,304,2	79,14,32,7
Total, 1939-40	9,369,7	9,718,3	62,25,3	14,058,1	18,303,8	3,12,60,2	§88,359,7	121,082,1	70,31,19,5
Increase	86,3	53,3	98,2	..	89,4	36,8	871,0	2,222,1	8,83,13,2
Decrease	..	..	..	68,1	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′ 3⅜″ gauge.

§ Revised figure.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1940-41.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. I. (1110).—Administrative and Executive officers.			A. I (1120).—Subordinate supervising staff.			A. I (1130).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
5′ 6″ Gauge.									
Bengal-Nagpur	5,98,377	194·7	0·87	6,32,695	205·8	0·92	6,53,566	212·6	0·95
Bombay, Baroda and Central India	2,69,557	156·3	0·61	3,69,560	214·3	0·84	3,91,242	226·9	0·89
Eastern Bengal	2,18,237	148·1	0·66	1,90,845	129·5	0·57	2,46,955	167·6	0·74
East Indian	8,22,317	126·2	0·61	10,80,406	165·8	0·80	8,19,515	125·8	0·61
Great Indian Peninsula	6,24,070	132·3	0·67	7,10,995	150·7	0·76	7,32,574	155·3	0·79
Madras and Southern Mahratta	2,39,965	154·3	0·83	1,96,390	126·3	0·68	2,59,665	167·0	0·90
Nizam's State	1,02,904	166·0	1·39	73,539	118·7	0·99	78,156	126·1	1·05
North Western	9,56,791	115·8	0·81	11,44,043	138·4	0·97	7,31,084	88·5	0·62
South Indian	1,10,100	141·3	0·95	95,351	122·3	0·82	1,04.149	133·6	0·90
3′ 3⅜″ Gauge.									
Assam Bengal	2,19,553	214·0	1·32	2,00,520	195·5	1·21	1,53,749	149·9	0·93
Bengal and North Western	2,81,297	151·3	1·46	1,26,206	67·9	0·65	1,29,561	69·7	0·67
Bombay, Baroda and Central India	2,47,421	143·3	0·79	3,25,653	188·7	1·04	3,03,442	175·8	0·97
Eastern Bengal	1,55,049	161 2	0·89	1,21,632	126·5	0·70	1,70,272	177·0	0·97
Jodhpur	85,178	109·3	1·19	51,254	65·8	0·72	55,713	71·5	0·78
Madras and Southern Mahratta	2,15,358	133·5	1·11	1,79,350	111·3	0·92	1,90,379	118·0	0·98
Mysore State	33,613	69·5	0·62	49,707	102·8	0·91	41.068	84·9	0·75
Nizam's State	82,881	181·0	1·52	68,249	149·0	1·25	62,245	135 9	1·14
Rohilkund and Kumaon	47,627	*	1·09	34,962	*	0·80	27,035	*	0·62
South Indian	2,92,815	164·2	1·11	2,91,255	163·4	1·10	2,89,452	162 4	1·09
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	47,631	75·4	0·87	88,863	140·6	1·62	54,312	85 9	0·99
Bombay, Baroda and Central India	14,150	98·6	1·54	13,700	95·5	1·49	3,599	25·1	0·39
Eastern Bengal	1,068	44·3	0·76	143	5·93	0·10	547	22·7	0·39
Great Indian Peninsula	3,372	23·3	0·71	11,679	80·7	2·45	4,753	32·8	1·00
Mysore State	1,419	22·6	0·60	2,098	33·4	0·90	1,733	27·6	0·74
North Western	80,181	147·9	1·50	92,896	171·4	1·74	66,555	122·8	1·25
South Indian	15,545	254·1	4·06	7,308	119·5	1·91	13,984	228·6	3·66

*Information not available.

Class I Railways for the year 1940-41.

STRUCTURAL WORKS.

A. I.—(1200—1800)—OTHER ITEMS—TOTAL.			A. I.—GENERAL ADMINISTRATION—TOTAL.			A. II-(2110)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			A. II-(2120 & 2130)—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per 100 lineal feet of opening per track.	Percentage of total working expenses	
11	12	13	14	15	16	17	18	19	20	21	22	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ GAUGE.
2,87,131	93·4	0·42	21,71,769	706·5	3·16	26,17,419	851·5	3·81	3,08,465	167·7	0·45	B. N.
1,56,017	90·5	0·35	11,83,376	688·0	2·69	17,34,771	1,006·1	3·94	1,74,723	129·0	0·40	B., B. & C. I.
1,15,385	78·3	0·35	7,71,422	523·4	2·32	12,39,326	840·9	3·72	1,37,640	206·9	0·41	E. B.
4,72,998	72·6	0·35	31,95,236	490·4	2·37	55,81,404	856·5	4·13	4,85,169	106·4	0·36	E. I.
3,34,571	70·9	0·36	24,02,210	509·1	2·58	41,49,433	879·4	4·46	1,99,838	88·6	0·21	G. I. P.
1,05,944	68·1	0·37	8,01,964 (b)	515·7	2·78	12,52,321	805·3	4·33	1,24,199	110·6	0·43	M. & S. M.
35,464	57·2	0·48	2,90,063	468·0	3·91	5,37,114	866·6	7·24	23,313	73·7	0·31	N. S.
3,50,092	42·4	0·29	31,82,010	385·1	2·69	48,01,874	581·1	4·05	1,82,670	46·6	0·16	N. W.
50,260	64·5	0·44	3,59,860	461·7	3·11	4,11,018	527·4	3·55	51,775	107·7	0·45	S. I.
												3′ 3⅜″ GAUGE.
83,855	81·8	0·51	6,57,677	641·2	3·97	10,14,984	989·5	6·13	94,358	111·6	0·57	A. B.
48,777	26·2	0·25	5,85,841	315·1	3·03	9,28,919	499·7	4·81	1,01,147	54·4	0·52	B. & N. W.
1,21,828	70·6	0·39	9,98,344	578·4	3·19	12,99,328	752·7	4·14	44,161	43·6	0·14	B., B. & C. I.
73,666	76·6	0·42	5,20,619	541·2	2·98	7,62,323	792·4	4·36	47,801	71·5	0·27	E. B.
24,592	31·6	0·35	2,16,737 (b)	278·2	3·04	5,12,560	657·9	7·18	22,163	103·7	0·31	Jodhpur.
1,02,018	63·2	0·52	6,87,105	426·0	3·53	12,84,544	796·3	6·60	90,876	80·3	0·47	M. & S. M.
13,756	28·5	0·25	1,38,144	285·7	2·53	3,47,022	717·8	6·37	13,626	40·0	0·25	M. S.
29,662	64·8	0·54	2,43,037	530·7	4·45	4,47,034	976·1	8·18	13,821	43·7	0·25	N. S.
9,465	*	0·22	1,19,089	*	2·73	2,97,964	*	6·85	36,439	*	0·84	R. & K.
1,31,750	73·9	0·50	10,05,272	563·9	3·80	10,81,851	606·8	4·08	66,143	53·1	0·25	S. I.
												2′ 6″ & 2′ 0″ GAUGES.
16,815	26·6	0·30	2,07,621	328·5	3·78	5,53,041	875·1	10·1	45,501	96·9	0·83	B. N.
945	6·58	0·10	32,394	225·8	3·52	1,10,662	771·3	12·0	7,150	*	0·77	B., B. & C. I.
375	15·6	0·26	2,133	88·5	1·51	15,116	627·2	10·7	144	31·2	0·10	E. B.
1,910	13·2	0·40	21,714	150·0	4·56	92,791	641·0	19·5	1,842	17·6	0·39	G. I. P.
580	9·24	0·25	5,830	92·8	2·50	14,432	229·8	6·19	575	16·9	0·25	M. S.
39,816	73·4	0·75	2,79,448	515·5	5·24	4,52,073	833·9	8·47	34,680	61·3	0·65	N. W.
6,816	111·4	1·78	43,653	713·5	11·4	31,160	509·3	8·14	781	29 2	0·20	S. I.

*Information not available.

(b) Includes expenditure booked under "Furniture and Sundries" (A 2230—of the Capital and Revenue Accounts) B. G. Rs. 2,166 M. G. Rs. 545

30.—*Analysis of operating expenses of*

TABLE A. MAINTENANCE OF

Railway.	A. II-(2150)—Service buildings,—Ordinary, Repairs and Maintenance.			A. II (2160)—Residential Staff-quarters—Ordinary, Repairs and Maintenance.			A. II-(2140, 2170, 2180 and 2190)—Other items—Ordinary, Repairs and Maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
	23	24	25	26	27	28	29	30	31
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	3,70,701	7·46	0·54	10,29,271	9·11	1·49	3,28,778	107·0	0·48
Bombay, Baroda and Central India	2,62,156	*	0·59	2,83,464	*	0·64	71,376	41·4	0·16
Eastern Bengal	2,38,556	4·82	0·72	3,57,926	6·21	1·07	73,018	49·5	0·22
East Indian	‡12,91,423	7·54	0·96	9,51,396	3·90	0·71	5,06,013	77·7	0·37
Great Indian Peninsula	4,06,133	3·55	0·44	5,46,317	5·30	0·59	3,55,082	75·3	0·38
Madras and Southern Mahratta	1,17,490	2·51	0·41	1,30,201	2·59	0·45	52,122	33·5	0·18
Nizam's State	7,990	*	0·11	49,580	*	0·67	18,193	29·4	0·24
North Western	5,72,790	1·02	0·48	6,30,663	1·97	0·53	1,02,610	12·4	0·09
South Indian	30,663	2·29	0·27	29,992	1·78	0·26	11,858	15·2	0·10
3′ 3⅜″ Gauge.									
Assam Bengal	88,636	*	0·54	2,06,026	*	1·24	84,797	82·7	0·51
Bengal and North Western	1,24,003	66·7	0·64	1,33,319	71·7	0·69	2,45,774	132·2	1·27
Bombay, Baroda and Central India	1,46,505	4·11	0·47	2,03,017	3·05	0·65	59,176	34·3	0·19
Eastern Bengal	88,365	6·97	0·51	1,45,672	8·40	0·83	78,320	81·4	0·45
Jodhpur	18,739	1·88	0·26	56,920	3·90	0·80	12,913	16·6	0·18
Madras and Southern Mahratta	75,949	4·28	0·39	87,795	2·24	0·45	68,025	42·2	0·35
Mysore State	18,384	1·82	0·34	26,961	2·36	0·49	18,030	37·3	0·33
Nizam's State	9,027	*	0·17	28,194	*	0·52	19,323	42·2	0·35
Rohilkund and Kumaon	§88,504	*	§2·03	†	*	‡	†	*	†
South Indian	1,52,512	3·21	0·58	1,29,459	2·49	0·49	84,643	47·5	0·32
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	34,249	7·25	0·62	74,095	9·22	1·35	20,994	33·2	0·38
Bombay, Baroda and Central India	4,884	*	0·52	4,864	*	0·52	1,250	8·71	0·14
Eastern Bengal	619	2·70	0·44	955	3·53	0·68	305	12·7	0·21
Great Indian Peninsula	1,764	1·43	0·37	2,977	1·65	0·62	894	6·18	0·19
Mysore State	789	1·78	0·34	1,138	2·48	0·49	765	12·2	0·33
North Western	26,044	1·35	0·49	43,863	2·82	0·82	7,101	13·1	0·13
South Indian	1,344	5·39	0·35	918	2·32	0·24	35	0·57	0·01

* Information not available.
† Included under Service Buildings.
‡ Excludes expenditure incurred on Electric Power Stations and Sub-Stations.
§Includes Residential Staff Quarters and Other Items.

Class I Railways for the year 1940-41—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2100)—Structural Works—Total Ordinary, Repairs and Maintenance.			A. II-(2100)—Structural Works—Total Special, Repairs and Maintenance.			A. II (2100)—Structural Works—Total Repairs and Maintenance.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
32	33	34	35	36	37	38	39	40	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
46,54,634	1,514·2	6·77	86,373	28·1	0·13	47,41,007	1,542·3	6·90	B. N.
25,26,490	1,465·2	5·73	1,559	0·90	0·00	25,28,049	1,466·1	5·73	B., B. & C. I.
20,46,466	1,388·5	6·14	8,24,637	559·5	2·47	28,71,103	1,948·0	8·61	E. B.
88,15,405	1,352·8	6·53	4,72,604	72·5	0·35	92,88,009	1,425·3	6·88	E. I.
56,56,803	1,198·9	6·08	93,428	19·8	0·10	57,50,231	1,218·7	6·18	G. I. P.
16,76,333	1,077·9	5·80	19,094	12·3	0·06	16,95,427	1,090·2	5·86	M. & S. M.
6,36,190	1,026·4	8·57	18,200	29·4	0·25	6,54,390	1,055·8	8·82	N. S.
62,90,607	761·2	5·31	2,69,785	32·6	0·23	65,60,392	793·8	5·54	N. W.
5,35,306	686·8	4·63	32,978	42·3	0·28	5,68,284	729·1	4·91	S. I.
									3′ 3⅜″ Gauge.
14,88,801	1,451·4	8·99	1,61,165	157·1	0·98	16,49,966	1,608·5	9·97	A. B.
15,33,162	824·7	7·93	..	..	..	15,33,162	824·7	7·93	B. & N. W.
17,52,187	1,015·1	5·59	23,882	13·8	0·08	17,76,069	1,028·9	5·67	B., B. & C. I.
11,22,881	1,167·4	6·42	10,26,202	1,066·9	5·87	21,49,083	2,234·2	12·3	E. B.
6,23,295	800·0	8·73	27,295	35·0	0·38	6,50,590	835·0	9·11	Jodhpur.
16,07,189	996·3	8·26	74,801	46·4	0·38	16,81,990	1,042·7	8·64	M. & S. M.
4,24,323	877·6	7·78	..	..	..	4,24,323	877·6	7·78	M. S.
5,17,399	1,129·7	9·47	11,803	25·8	0·21	5,29,202	1,155·5	9·68	N. S.
..	..	..	..	..	..	4,22,907	*	9·72	R. & K.
15,14,608	849·5	5·72	1,52,229	85·4	0·57	16,66,837	934·9	6·29	S. I.
									2′ 6″ & 2′ 0″ Gauges.
7,27,880	1,151·7	13·3	13,630	21·6	0·25	7,41,510	1,173·3	13·5	B. N.
1,28,810	897·8	13·9	36	0·25	0·00	1,28,846	898·0	13·9	B, B. & C. I.
17,139	711·2	12·1	..	..	..	17,139	711·2	12·1	E. B.
1,00,268	692·7	21·1	626	4·32	0·13	1,00,894	697·0	21·2	G. I. P.
17,699	281·8	7·60	..	..	..	17,699	281·8	7·60	M. S.
5,63,761	1,030·9	10·5	11,163	20·6	0·21	5,74,924	1,060·5	10·7	N. W.
34,238	559·6	8·94	6	0·10	0.00	34,244	559·7	8·94	S. I.

* Information not available.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2250)—Signal and Interlocking Works—Ordinary, Repairs and Maintenance (Equipment).				A. II-(2250)—Signal and Interlocking Works—Special, Repairs and Maintenance (Equipment).			
	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.
	41	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	2,99,788	30·7	0·30	0·44	—39	—0·00	—0·00	—0·00
Bombay, Baroda and Central India	3,37,757	38·8	0·62	0·77	372	0·00	0·00	0·00
Eastern Benga	1,37,890	21·7	0·28	0·41	6,659	1·05	0·00	0·02
East Indian	6,60,550	34·0	0·30	0·49	1,661	0·09	0·00	0·00
Great Indian Peninsula	4,57,087	36·7	0·31	0·49	6,580	0·53	0·00	0·01
Madras and Southern Mahratta	1,46,270	20·5	0·32	0·51	†	†	†	†
Nizam's State	25,795	25·1	0·21	0·35	1,158	1·13	0·01	0·01
North Western	3,69,039	18·6	0·23	0·31	4,610	0·23	0·00	0·00
South Indian	37,569	15·1	0·15	0·32	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	88,229	19·7	0·31	0·53	1,295	0·29	0·00	0·01
Bengal and North Western	46,350	24·9	0·08	0·24	†	†	†	†
Bombay, Baroda and Central India	1,00,092	16·5	0·17	0·32	654	0·11	0·00	0·00
Eastern Bengal	1,00,428	29·2	0·31	0·57	8,706	2·52	0·03	0·05
Jodhpur	17,840	9·10	0·12	0·25	74	0·03	0·00	0·00
Madras and Southern Mahratta	1,02,008	22·9	0·24	0·52	†	†	†	†
Mysore State	5,192	9·69	0·03	0·10	..	..	..	..
Nizam's State	12,079	15·5	0·12	0·24	363	0·43	0·00	0·01
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	82,359	14·6	0·13	0·31	24	0·00	0·00	0·00
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	3,726	50·4	0·03	0·07	..	..	..	..
Bombay, Baroda and Central India	839	8·07	0·03	0·09	..	..	..	..
Eastern Bengal	1,310	65·5	0·17	0·93	31	1·55	0·00	0·02
Great Indian Peninsula	127	0·61	0·00	0·03	..	..	..	..
Mysore State	215	6·14	0·01	0·09	..	..	..	..
North Western	3,763	5·13	0·05	0·07	..	..	..	..
South Indian	1,732	55·9	0·19	0·45	..	..	..	..

* Information not available.
† Included in columns 41 to 44.

Class I Railways for the year 1940-41—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2200)—Total, Equipment—Repairs and Maintenance.			A. II-Repairs and Maintenance—Total.			A. IV-Appropriation to Depreciation Reserve Fund—Total.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
49	50	51	52	53	54	55	56	57	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" Gauge.
6,47,622	210·7	0·94	56,27,913	1,830·8	8·19	50,32,800	1,637·2	7·32	B. N.
4,36,089	252·9	0·99	31,18,224	1,808·4	7·07	28,08,701	1,628·9	6·37	B., B. & C. I.
2,57,622	174·8	0·77	33,56,900	2,277·6	10·1	31,54,774	2,138·6	9·44	B. B.
12,78,472	196·2	0·95	1,17,61,806	1,804·9	8·71	1,28,05,850	1,965·1	9·49	E. I.
7,75,628	164·4	0·83	70,84,542	1,501·5	7·61	93,76,749	1,987·3	10·1	G. I. P.
2,77,159	178 2	0·96	20,02,508	1,287·7	6·92	28,98,920	1,864·2	10·0	M. & S. M.
61,666	99·5	0·83	7,68,293	1,239·5	10·4	2,08,867	337·0	2·81	N. S.
8,82,773	106·8	0·74	80,94,812	979·5	6·83	1,40,71,004	1,702·7	11·9	N. W.
90,461	116·1	0·78	8,15,842	1,046·8	7·05	12,93,026	1,659·0	11·2	S. I.
									3' 3¾" Gauge.
1,77,441	173·0	1·07	19,41,254	1,892·5	11·7	26,78,717	2,611·5	16·2	A. B.
46,350	24·9	0·24	20,16,018	1,084·5	10·4	17,80,540	957·8	9·21	B., & N. W.
1,64,083	95·1	0·52	19,04,692	1,103·4	6·03	18,53,967	1,074·1	5·92	B. B. & C. I.
1,72,717	179·6	0·99	24,14,032	2,509·7	13·8	15,70,037	1,632·2	8·98	E. B.
73,709	94·6	1·03	7,86,574	1,001·8	10·9	7,86,053	1,008·9	11·0	Jodhpur.
2,09,413	129·8	1·08	20,07,108	1,244·2	10·3	26,20,931	1,624·7	13·5	M. & S. M.
32,997	68·3	0·61	4,78,146	989·0	8·77	2,86,543	592·7	5·26	M. S.
40,272	87·9	0·74	6,11,726	1,335·7	11·2	1,63,532	357·1	2·99	N. S.
7,320	*	0·17	4,88,631	*	11·2	3,98,102	*	9·15	R. & K.
1,83,922	103·2	0·69	20,86,596	1,170·4	7·87	38,83,324	2,178·1	14·7	S. I.
									2' 6" & 2' 0" Gauges.
45,284	71·7	0·83	8,67,122	1,372·0	15·8	5,06,031	800·7	9·21	B. N.
4,103	28·6	0·45	1,68,988	1,177·7	18·3	39,368	274·4	4·27	B., B. & C. I.
1,697	70·4	1·20	18,382	762·7	13·0	6,587	273·3	4·66	E. B.
2,452	17·0	0·52	1,68,908	752·4	22·9	..	..	..	G. I. P.
1,389	22·1	0·59	19,707	313·8	8·46	7,048	112·2	3·02	M. S.
31,744	58·6	0·60	6,35,175	1,171·6	11·9	11,34,097	2,092·0	21·3	N. W.
3,175	51·9	0·83	37,409	611·5	9·77	50,130	819·4	13·1	S. I.

* Information not available.

30.—*Analysis of operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL WORKING EXPENSES—ABSTRACT A.			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—	
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.
	58	59	60	61	62	63	64	65	66	67
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur . . .	1,28,32,482	4,174·5	18·7	14,58,283	1·06	0·13	1·48	2·12	19,42,291	1·42
Bombay, Baroda and Central India.	71,13,301	4,125·3	16·1	5,96,885	1·05	0·12	1·29	1·35	9,74,536	1·71
Eastern Bengal . . .	72,79,496	4,938·9	21·8	7,76,938	1·30	0·21	1·61	2·33	6,21,171	1·04
East Indian	2,77,62,892	4,260·4	20·6	29,09,433	1·02	0·12	1·33	2·16	37,33,543	1·31
Great Indian Peninsula . .	1,88,63,501	3,997·9	20·3	18,05,128	1·24	0·15	1·51	1·94	18,49,385	1·27
Madras and Southern Mahratta	57,03,392	3,667·6	19·7	5,78,938	1·04	0·13	1·30	2·00	8,57,821	1·55
Nizam's State . . .	12,67,223	2,044·5	17·1	1,92,037	1·19	0·14	1·59	2·59	1,84,939	1·15
North Western . . .	2,53,47,826	3,067·3	21·4	19,62,510	0·98	0·13	1·21	1·66	33,34,664	1·66
South Indian . . .	24,68,728	3,167·5	21·3	2,77,082	0·92	0·17	1·06	2·39	2,94,268	0·98
3′-3½″ GAUGE.										
Assam Bengal . . .	52,77,648	5,145·2	31·9	3,29,892	0·91	0·22	1·16	1·99	3,17,217	0·88
Bengal and North Western .	43,82,399	2,357·4	22·7	3,08,587	0·43	0·11	0·54	1·60	4,55,017	0·63
Bombay, Baroda and Central India.	47,57,003	2,755·9	15·2	8,66,962	1·19	0·26	1·44	2·77	10,54,293	1·45
Eastern Bengal . . .	45,04,688	4,683·1	25·8	2,47,175	0·63	0·13	0·77	1·41	3,43,408	0·88
Jodhpur	17,83,364	2,288·9	25·0	1,31,316	0·69	0·16	0·85	1·84	2,27,992	1·21
Madras and Southern Mahratta	53,15,144	3,294·9	27·3	3,64,655	0·72	0·19	0·85	1·87	5,95,700	1·17
Mysore State . . .	9,02,833	1,867·3	16·6	1,07,419	0·61	0·18	0·72	1·97	1,83,745	1·04
Nizam's State . . .	10,18,295	2,223·4	18·6	1,43,957	1·10	0·29	1·31	2·64	94,594	0·72
Rohilkund and Kumaon .	10,05,822	*	23·1	87,404	0·52	0·18	0·67	2·01	‡	‡
South Indian . .	69,75,192	3,912·3	26·3	6,02,851	0·90	0·27	1·01	2·28	5,39,867	0·80
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal Nagpur . . .	15,80,774	2,501·2	28·8	1,11,599	0·71	0·31	0·89	2·03	1,87,266	1·19
Bombay, Baroda and Central India.	2,40,750	1,677·9	26·1	9,657	0·32	0·23	0·36	1·05	64,011	2·12
Eastern Bengal . . .	27,102	1,124·6	19·2	674	0·08	0·08	0·09	0·48	6,089	0·77
Great Indian Peninsula . .	1,30,622	902·4	27·4	4,496	0·13	0·07	0·14	0·94	33,527	0·99
Mysore State . . .	32,585	518·8	14·0	4,549	0·27	0·18	0·32	1·96	7,573	0·46
North Western . . .	20,48,720	3,779·1	38·4	94,971	1·11	0·56	1·38	1·78	1,47,321	1·72
South Indian . . .	1,31,192	2,144·4	34·3	10,600	1·10	0·70	1·16	2·77	15,063	1 5

* Information not available.
‡ Included under Workshop Repairs.

Class I Railways for the year 1940-41—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.- 2110].			Locomotives—Workshop Repairs (B.-II.- 2120).					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
68	69	70	71	72	73	74	75	
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·17	1·96	2·83	31,99,251	2·33	0·29	3·23	4·65	Bengal-Nagpur.
0·20	2·11	2·21	13,02,068	2·28	0·27	2·82	2·95	Bombay, Baroda and Central India.
0·17	1·28	1·87	18,60,697	3·11	0·52	3·84	5·58	Eastern Bengal.
0·16	1·71	2·77	62,75,469	2·21	0·24	2·86	4·65	East Indian.
0·15	1·55	1·98	31,57,493	2·17	0·27	2·65	3·39	Great Indian Peninsula.
0·19	1·92	2·97	13,34,508	2·41	0·29	2·99	4·61	Madras and Southern Mahratta.
0·14	1·53	2·49	2,72,271	1·68	0·21	2·25	3·67	Nizam's State.
0·23	2·05	2·81	47,78,848	2·39	0·34	2·94	4·03	North Western.
0·18	1·13	2·54	4,04,710	1·34	0·24	1·55	3·50	South Indian.
								3′ 3⅜″ Gauge.
0·21	1·12	1·92	5,30,088	1·47	0·36	1·86	3·20	Assam-Bengal.
0·18	0·81	2·35	6,36,269	0·88	0·25	1·12	3·30	Bengal and North Western.
0·32	1·75	3·36	15,63,243	2·15	0·47	2·59	4·99	Bombay, Baroda and Central India.
0·19	1·07	1·96	6,18,431	1·58	0·34	1·93	3·54	Eastern Bengal.
0·27	1·48	3·19	1,95,322	1·03	0·23	1·27	2·74	Jodhpur.
0·32	1·38	3·06	9,91,328	1·96	0·52	2·30	5·10	Madras and Southern Mahratta.
0·30	1·23	3·37	13,232	0·07	0·02	0·09	0·24	Mysore State.
0·19	0·86	1·73	2,32,180	1·77	0·46	2·11	4·25	Nizam's State.
‡	‡	‡	§3,64,789	§2·16		2·82	§8	Rohilkund and Kumaon.
0·24	0·90	2·04	6,77,976	1·01	0·30	1·14	2·56	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
0·52	1·49	3·41	3,98,078	2·52	1·10	3·18	7·25	Bengal-Nagpur.
1·55	2·40	6·95	41,391	1·37	1·00	1·55	4·49	Bombay, Baroda and Central India.
0·79	0·78	4·31	19,457	2·45	2·51	2·47	13·8	Eastern Bengal.
0·51	1·06	7·04	23,111	0·69	0·35	0·73	4·86	Great Indian Peninsula.
0·29	0·52	3·26	484	0·03	0·02	0·03	0·20	Mysore State.
0·87	2·14	2·76	1,58,933	1·85	0·94	2·30	2·98	North Western.
1·00	1·64	3·93	—46	—0·01	—0·00	—0·00	—0·01	South Indian.

§ Includes Running Repairs also.
‡ Included under Workshop Repairs.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Equipment (B. II. 2200).					Total Repairs and Maintenance—(B-II).				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	76	77	78	79	80	81	82	83	84	85
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	8,48,102	0·62	0·08	0·86	1·23	59,95,147	4·37	0·54	6·06	8·72
Bombay, Baroda and Central India.	1,61,124	0·28	0·04	0·35	0·37	24,37,849	4·27	0·51	5·28	5·53
Eastern Bengal	2,90,792	0·49	0·08	0·60	0·87	27,76,851	4·65	0·77	5·73	8·33
East Indian	11,77,043	0·41	0·05	0·55	0·87	1,13,06,485	3·97	0·46	5·17	8·38
Great Indian Peninsula	3,97,397	0·27	0·03	0·34	0·43	54,19,584	3·72	0·45	4·55	5·82
Madras and Southern Mahratta	1,94,413	0·35	0·04	0·44	0·67	23,86,884	4·31	0·52	5·35	8·25
Nizam's State	34,678	0·21	0·03	0·29	0·47	4,93,596	3·05	0·38	4·09	6·65
North Western	6,93,291	0·35	0·05	0·43	0·59	88,38,075	4·41	0·62	5·44	7·46
South Indian	28,049	0·09	0·02	0·10	0·24	7,27,369	2·41	0·44	2·78	6·28
3′ 3½″ Gauge.										
Assam-Bengal	45,078	0·12	0·03	0·16	0·27	8,92,383	2·47	0·60	3·14	5·39
Bengal and North Western	54,896	0·07	0·02	0·09	0·28	11,50,014	1·59	0·45	2·03	5·95
Bombay, Baroda and Central India.	2,80,466	0·39	0·06	0·47	0·90	28,98,784	3·99	0·87	4·81	9·25
Eastern Bengal	1,11,251	0·29	0·06	0·34	0·64	10,81,968	2·77	0·59	3·37	6·19
Jodhpur	47,630	0·25	0·06	0·31	0·67	4,76,587	2·52	0·57	3·10	6·68
Madras and Southern Mahratta	80,741	0·16	0·04	0·19	0·42	16,72,393	3·30	0·88	3·88	8·60
Mysore State	20,855	0·12	0·03	0·14	0·37	2,18,962	1·24	0·36	1·47	4·00
Nizam's State	24,075	0·19	0·05	0·22	0·44	3,52,598	2·69	0·70	3·21	6·45
Rohilkund and Kumaon	30,124	0·18	0·06	0·23	0·69	3,96,109	2·35	0·80	3·06	9·10
South Indian	61,195	0·09	0·03	0·10	0·23	12,80,316	1·90	0·57	2·14	4·83
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	32,878	0·21	0·09	0·26	0·60	6,18,384	3·92	1·71	4·93	11·3
Bombay, Baroda and Central India.	565	0·02	0·02	0·02	0·06	1,05,967	3·51	2·57	3·97	11·5
Eastern Bengal	188	0·02	0·02	0·02	0·13	25,734	3·24	3·32	3·27	18·2
Great Indian Peninsula	1,676	0·05	0·02	0·05	0·35	58,314	1·73	0·88	1·84	12·3
Mysore State	885	0·05	0·03	0·06	0·38	8,942	0·54	0·24	0·61	3·84
North Western	31,544	0·37	0·18	0·46	0·59	3,39,241	3·96	2·00	4·92	6·36
South Indian	955	0·10	0·06	0·10	0·25	15,963	1·66	1·06	1·74	4·17

Class I Railways for the year 1940-41—contd.

OF LOCOMOTIVE POWER—*contd.*

Running Staff—(B.-III-3100).					Fuel—(B. III 3200).					Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
86	87	88	89	90	91	92	93	94	95	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
37,97,814	2·77	0·34	3·84	5·53	61,17,876	4·46	0·55	6·18	8·90	Bengal-Nagpur.
20,77,875	3·64	0·43	4·51	4·71	54,39,148	9·54	1·13	11·8	12·3	Bombay, Baroda and Central India.
13,32,868	2·23	0·37	2·75	4·00	30,48,005	5·10	0·84	6·29	9·14	Eastern Bengal.
68,78,421	2·42	0·28	3·14	5·10	1,18,57,664	4·15	0·49	5·42	8·78	East Indian.
46,06,693	3·16	0·38	3·86	4·95	99,95,366	6·86	0·84	8·39	10·7	Great Indian Peninsula.
15,98,500	2·88	0·35	3·58	5·53	43,70,413	7·88	0·96	9·78	15·1	Madras and Southern Mahratta.
3,69,197	2·28	0·28	3·05	4·97	6,11,452	3·78	0·46	5·06	8·24	Nizam's State.
53,50,074	2·67	0·37	3·24	4·52	2,10,70,770	10·5	1·48	12·9	17·8	North Western.
7,83,515	2·60	0·48	3·00	6·77	21,61,544	7·16	1·32	8·28	18·7	South Indian.
										3′ 3¾″ Gauge.
4,90,182	1·36	0·33	1·72	2·96	16,85,521	4·67	1·12	5·93	10·2	Assam-Bengal.
7,87,536	1·09	0·30	1·39	4·08	24,22,874	3·35	0·93	4·28	12·5	Bengal and North Western.
21,66,190	2·98	0·65	3·59	6·91	44,78,848	6·16	1·35	7·43	14·3	Bombay, Baroda and Central India.
6,21,958	1·59	0·34	1·94	3·56	16,87,860	4·32	0·92	5·26	9·65	Eastern Bengal.
2,68,432	1·42	0·32	1·74	3·76	11,57,982	6·12	1·38	7·52	16·2	Jodhpur.
12,77,146	2·52	0·67	2·96	6·57	26,71,963	5·27	1·40	6·20	13·7	Madras and Southern Mahratta.
3,23,451	1·83	0·53	2·17	5·93	11,67,813	6·60	1·90	7·83	21·4	Mysore State.
2,66,365	2·03	0·52	2·42	4·87	4,58,881	3·51	0·91	4·18	8·40	Nizam's State.
1,40,028	0·83	0·29	1·08	3·22	6,39,550	3·79	1·30	4·94	14·7	Rohilkund and Kumaon.
16,85,290	2·51	0·75	2·81	6·36	36,64,502	5·45	1·63	6·12	13·8	South Indian.
										2′ 6″ and 2′ 0″ Gauges.
2,83,136	1·79	0·78	2·25	5·16	4,27,454	2·71	1·18	3·41	7·78	Bengal-Nagpur.
64,457	2·13	1·56	2·42	7·00	1,23,783	4·10	3·00	4·64	13·4	Bombay, Baroda and Central India.
17,886	2·25	2·31	2·27	12·7	17,497	2·20	2·26	2·23	12·4	Eastern Bengal.
45,426	1·35	0·68	1·43	9·54	91,186	2·71	1·38	2·88	19·2	Great Indian Peninsula.
13,634	0·82	0·52	0·94	5·85	49,351	2·98	1·89	3·40	21·2	Mysore State.
2,05,233	2·40	1·21	2·97	3·85	6,90,652	8·06	4·08	10·0	12·9	North Western.
37,133	3·86	2·46	4·05	9·70	33,330	3·47	2·20	3·64	8·71	South Indian.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Water, Oil, Tallow and other Stores—(B. III 3300 and 3400).					Total Operating expenses—(B. III.)				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	96	97	98	99	100	101	102	103	104	105
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	6,95,737	0·51	0·07	0·70	1·01	1,02,97,004	7·51	0·93	10·4	15·0
Bombay, Baroda and Central India.	3,41,857	0·60	0·07	0·74	0·78	77,10,043	13·5	1·60	16·7	17·5
Eastern Bengal	1,78,509	0·30	0·05	0·37	0·54	44,35,252	7·42	1·23	9·15	13·3
East Indian	15,12,513	0·54	0·06	0·70	1·12	2,15,60,062	7·56	0·88	9·86	16·0
Great Indian Peninsula	13,62,651	0·94	0·12	1·14	1·46	1,58,50,203	10·9	1·33	13·3	17·0
Madras and Southern Mahratta	3,92,202	0·71	0·09	0·88	1·35	63,09,155	11·4	1·39	14·1	21·8
Nizam's State	1,14,257	0·71	0·09	0·95	1·54	12,33,436	7·63	0·94	10·2	16·6
North Western	10,09,359	0·50	0·07	0·62	0·85	2,65,66,866	13·3	1·86	16·3	22·4
South Indian	1,48,516	0·49	0·09	0·57	1·28	31,37,819	10·4	1·91	12·0	27·1
3′ 3⅜″ Gauge.										
Assam-Bengal	60,139	0·17	0·04	0·21	0·36	22,72,043	6·29	1·52	7·99	13·7
Bengal and North Western	2,75,690	0·38	0·10	0·49	1·42	35,45,256	4·91	1·35	6·26	18·3
Bombay, Baroda and Central India.	3,04,566	0·42	0·09	0·50	0·97	69,23,081	9·53	2·08	11·5	22·1
Eastern Bengal	1,23,650	0·32	0·07	0·38	0·71	24,23,457	6·20	1·32	7·55	13·9
Jodhpur	1,51,900	0·80	0·18	0·99	2·12	15,81,445	8·36	1·88	10·3	22·2
Madras and Southern Mahratta	3,34,947	0·86	0·18	0·78	1·72	42,85,566	8·45	2·25	9·94	22·0
Mysore State	1,23,223	0·69	0·20	0·83	2·26	16,66,558	9·41	2·72	11·2	30·6
Nizam's State	89,624	0·68	0·18	0·81	1·64	8,35,656	6·38	1·65	7·60	15·3
Rohilkund and Kumaon	1,02,334	0·60	0·21	0·79	2·35	8,76,282	5·19	1·79	6·77	20·1
South Indian	2,39,143	0·35	0·10	0·40	0·90	55,77,418	8·30	2·47	9·31	21·0
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	94,158	0·60	0·26	0·75	1·71	8,10,987	5·14	2·24	6·46	14·8
Bombay, Baroda and Central India.	26,310	0·87	0·64	0·98	2·85	2,14,757	7·11	5·21	8·05	23·3
Eastern Bengal	4,752	0·60	0·61	0·60	3·36	40,234	5·06	5·19	5·11	28·5
Great Indian Peninsula	25,203	0·75	0·38	0·80	5·30	1,63,006	4·84	2·46	5·15	34·3
Mysore State	5,167	0·31	0·20	0·36	2·22	70,359	4·25	2·70	4·85	30·2
North Western	66,199	0·77	0·39	0·96	1·24	9,57,634	11·2	5·66	13 9	17·9
South Indian	6,536	0·68	0·43	0·72	1·71	77,009	8·01	5·09	8·41	20·1

Class I Railways for the year 1940-41—contd.

OF LOCOMOTIVE POWER—*contd.*

Appropriation to Depreciation Reserve Fund—(B. IV).					Total Working Expenses—Abstract B.			Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	
106	107	108	109	110	111	112	113	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	
								5′ 6″ Gauge.
15,94,458	1·16	0·14	1·61	2·32	1,93,44,892	14·1	1·74	Bengal-Nagpur.
3,70,308	0·65	0·07	0·80	0·84	1,11,15,085	19·5	2·30	Bombay, Baroda and Central India.
9,36,836	1·57	0·26	1·93	2·81	89,25,877	14·9	2·47	Eastern Bengal.
39,95,820	1·40	0·17	1·83	2·97	3,97,71,800	14·0	1·63	East Indian.
27,81,046	1·91	0·23	2·33	2·99	2,58,55,961	17·8	2·16	Great Indian Peninsula.
2,004	0·00	0·00	0·00	0·01	92,76,981	16·7	2·04	Madras and Southern Mahratta.
76,222	0·47	0·06	0·63	1·03	19,95,291	12·3	1·52	Nizam's State.
31,15,292	1·56	0·22	1·92	2·63	4,04,82,743	20·2	2·83	North Western.
1,09 614	0·36	0·07	0·42	0·95	42,51,884	14·1	2·59	South Indian.
								3′ 3½″ Gauge.
4,90,259	1·36	0·33	1·72	2·96	39,84,577	11·0	2·67	Assam-Bengal.
8,82,940	1·22	0·34	1·56	4·56	58,86,797	8·15	2·25	Bengal and North Western.
4,76,893	0·66	0·15	0·79	1·52	1,11,65,720	15·4	3·36	Bombay, Baroda and Central India.
4,67,466	1·19	0·26	1·46	2·67	42,20,086	10·8	2·30	Eastern Bengal.
71,750	0·38	0·09	0·47	1·01	22,61,098	11·9	2·76	Jodhpur.
—13,860	—0·03	—0·00	—0·03	—0·07	63,08,754	12·4	3·32	Madras and Southern Mahratta.
2,62,217	1·48	0·42	1·76	4·81	22,55,156	12·7	3·68	Mysore State.
80,484	0·62	0·16	0·73	1·47	14,12,695	10·8	2·80	Nizam's State.
2,17,198	1·28	0·44	1·68	4·99	15,76,993	9·34	3·21	Rohilkund and Kumaon.
3,29,203	0·49	0·15	0·55	1·24	77,89,788	11·6	3·46	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
4,31,461	2·74	1·20	3·44	7·86	19,72,431	12·5	5·46	Bengal-Nagpur.
10,358	0·34	0·25	0·39	1·12	3,40,739	11·3	8·26	Bombay, Baroda and Central India.
1,959	0·25	0·25	0·25	1·39	68,601	8·63	8·84	Eastern Bengal.
..	..	..	..	..	2,25,816	6·70	3·41	Great Indian Peninsula.
15,418	0·93	0·59	1·07	6·61	99,268	5·99	3·81	Mysore State.
1,57,479	1·84	0·93	2·28	2·95	15,49,325	18·1	9·15	North Western.
4,250	0·44	0·28	0·46	1·11	1,07,822	11·2	7·13	South Indian.

30.—*Analysis of operating expenses of*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*concld.*		TABLE C.—MAINTENANCE OF CARRIAGE			
	Total Working Expenses—Abstract B.		General Administration—C. 1.			
	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	114	115	116	117	118	119
	As.		Rs.	Rs.	As.	
5′ 6″ Gauge.						
Bengal-Nagpur	19·6	28·1	6,29,188	1·32	0·64	0·92
Bombay, Baroda and Central India	24·1	25·2	3,70,634	1·67	0·80	0·84
Eastern Bengal	18·4	26·8	3,63,144	2·13	0·75	1·09
East Indian	18·2	29·5	13,61,889	1·25	0·62	1·01
Great Indian Peninsula	21·7	27·8	11,38,401	1·94	0·86	1·22
Madras and Southern Mahratta	20·8	32·1	3,29,720	1·65	0·73	1·14
Nizam's State	16·5	26·9	1,04,805	1·83	0·84	1·41
North Western	24·9	34·2	10,85,253	1·58	0·67	0·92
South Indian	16·3	36·7	37,814	0·53	0·15	0·32
3′ 3½″ Gauge.						
Assam-Bengal	14·0	24·1	1,54,202	1·28	0·54	0·94
Bengal and North Western	10·4	30·4	1,16,459	0·54	0·21	0·60
Bombay, Baroda and Central India	18·5	35·6	5,56,119	2·05	0·92	1·77
Eastern Bengal	13·2	24·1	1,50,466	0·98	0·47	0·86
Jodhpur	14·7	31·7	1,11,621	1·54	0·73	1·56
Madras and Southern Mahratta	14·6	32·4	1,69,804	1·24	0·40	0·87
Mysore State	15·1	41·4	35,666	0·97	0·24	0·65
Nizam's State	12·9	25·9	74,655	2·16	0·68	1·37
Rohilkund and Kumaon	12·2	36·2	30,702	0·80	0·24	0·71
South Indian	13·0	29·4	87,949	0·47	0·15	0·33
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	15·7	35·9	36,710	0·85	0·29	0·67
Bombay, Baroda and Central India	12·8	37·0	4,543	0·82	0·17	0·49
Eastern Bengal	8·72	48·6	743	0·59	0·09	0·52
Great Indian Peninsula	7·13	47·4	103	0·01	0·00	0·02
Mysore State	6·85	42·6	1,516	0·65	0·10	0·65
North Western	22·5	29·0	35,640	1·89	0·50	0·67
South Indian	11·8	28·2	1,412	0·62	0·16	0·37

Class I Railways for the year 1940-41—contd.

AND WAGON STOCK—*contd.*

Coaching Vehicles—Running Repairs [C. II-2110].				Coaching vehicles—workshop repairs— [C. II-2120 and 2130.]				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
120	121	122	123	124	125	126	127	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
3,08,952	3·03	0·31	0·45	14,23,993	14·0	1·44	2·07	Bengal-Nagpur.
1,91,174	2·47	0·41	0·43	11,96,327	15·4	2·59	2·71	Bombay, Baroda and Central India.
1,46,836	1·77	0·30	0·44	10,09,052	12·2	2·08	3·03	Eastern Bengal.
3,62,805	1·25	0·17	0·27	31,43,016	11·0	1·42	2·33	East Indian.
3,56,481	1·86	0·27	0·38	16,80,643	8·78	1·26	1·81	Great Indian Peninsula.
92,699	1·58	0·20	0·32	5,61,785	9·55	1·24	1·94	Madras and Southern Mahratta.
19,353	1·22	0·16	0·26	1,10,767	6·98	0·89	1·49	Nizam's State.
3,85,640	1·41	0·23	0·33	30,98,167	11·4	1·90	2·61	North Western.
29,667	0·84	0·11	0·26	1,88,719	5·33	0·72	1·63	South Indian.
								3′ 3¼″ Gauge.
46,776	0·87	0·17	0·28	4,34,828	8·09	1·53	2·63	Assam-Bengal.
1,03,178	1·23	0·18	0·53	3,97,590	4·75	0·70	2·05	Bengal and North-Western.
1,85,624	1·98	0·31	0·59	11,36,006	12·1	1·88	3·63	Bombay, Baroda and Central India.
63,980	1·00	0·20	0·37	7,22,895	11·3	2·25	4·13	Eastern Bengal.
16,152	0·68	0·10	0·23	2,05,142	8·62	1·33	2·87	Jodhpur.
50,358	0·91	0·12	0·26	3,72,926	6·74	0·87	1·92	Madras and Southern Mahratta.
24,836	1·40	0·17	0·46	69,613	3·92	0·47	1·28	Mysore State.
14,631	1·00	0·13	0·27	97,596	6·68	0·88	1·78	Nizam's State.
‡	‡	‡	‡	*1,13,472	*7·05	*0·88	*2·61	Rohilkhand and Kumaon.
59,522	0·63	0·10	0·22	4,06,886	4·28	0·67	1·54	South Indian.
								2′ 6″ and ′ 0″ Gauges.
60,293	2·70	0·48	1·10	2,16,317	9·71	1·72	3·94	Bengal Nagpur.
21,697	6·43	0·81	2·35	16,694	4·96	0·63	1·81	Bombay, Baroda and Central India.
1,383	1·16	0·18	0·98	4,443	3·71	0·57	3·14	Eastern Bengal.
5,225	1·36	0·17	1·10	14,108*	3·68	0·45	2·96	Great Indian Peninsula.
1,056	0·73	0·07	0·45	3,019	2·08	0·21	1·30	Mysore State.
14,000	1·76	0·20	0·26	1,34,948	17·0	1·90	2·53	North-Western.
63	0 04	0·01	0·02	398	0·26	0·04	0·10	South Indian.

‡Included under Workshop Repairs.
*Includes Running Repairs also.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods wagons—running repairs—[C. II-2310].				Goods wagons—workshop repairs. [C. II.-2320.]			
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of working expenses.
	128	129	130	131	132	133	134	135
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	13,68,411	3·67	1·38	1·99	34,55,912	9·28	3·49	5·03
Bombay, Baroda and Central India.	4,42,721	3·06	0·96	1·01	10,72,055	7·41	2·32	2·43
Eastern Bengal	2,94,471	3·37	0·61	0·88	7,31,750	8·37	1·51	2·19
East Indian	24,47,057	1·04	1·12	1·82	36,45,923	4·53	1·67	2·70
Great Indian Peninsula	10,04,082	2·54	0·76	1·08	14,94,280	3·78	1·12	1·60
Madras and Southern Mahratta	1,78,904	1·27	0·39	0·62	6,72,784	4·78	1·49	2·33
Nizam's State	34,019	0·82	0·27	0·46	1,24,717	3·01	1·00	1·68
North Western	10,90,725	2·65	0·67	0·92	25,07,742	6·09	1·54	2·12
South Indian	15,644	0·43	0·06	0·14	2,10,199	5·74	0·81	1·81
3′ 3⅜″ Gauge.								
Assam-Bengal	68,612	1·03	0·24	0·41	2,82,374	4·25	0·99	1·71
Bengal and North-Western	1,27,554	0·98	0·23	0·66	3,93,031	3·02	0·69	2·04
Bombay, Baroda and Central India.	2,76,528	1·56	0·46	0·88	9,38,671	5·30	1·56	3·00
Eastern Bengal	1,43,312	1·62	0·45	0·82	3,81,505	4·30	1·19	2·18
Jodhpur	40,572	0·83	0·26	0·57	1,19,531	2·46	0·78	1·67
Madras and Southern Mahratta	93,078	1·15	0·22	0·48	2,69,388	3·32	0·62	1·38
Mysore State	25,181	1·33	0·17	0·45	38,686	2·39	0·26	0·71
Nizam's State	23,691	1·19	0·22	0·43	74,681	3·75	0·68	1·37
Rohilkund and Kumaon	*	*	*	*	‡89,156	‡3·97	‡0·69	‡2·05
South Indian	35,553	0·40	0·06	0·14	1,73,299	1·93	0·28	0·65
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	61,311	2·92	0·49	1·12	1,33,518	6·35	1·06	2·43
Bombay, Baroda and Central India.	30,536	13·9	1·14	3·31	4,777	2·17	0·18	0·52
Eastern Bengal	399	7·14	0·05	0·28	11	0·20	0·00	0·01
Great Indian Peninsula	11,284	3·20	0·36	2·37	2,559	0·72	0·08	0·54
Mysore State	1,070	1·20	0·07	0·46	1,644	1·84	0·11	0·70
North-Western	27,351	2·54	0·39	0·51	67,746	6·29	0·96	1·27
South Indian	359	0·48	0·04	0·09	—258	—0·34	—0·03	—0·07

*Included under Workshop repairs.
‡Includes Running repairs.

Class I Railways for the year 1940-41—contd.

AND WAGON STOCK—*contd.*

Equipment—(C. II-2500).				Total Repairs and Maintenance—(C-II).				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
136	137	138	139	140	141	142	143	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1,64,795	0·35	0·17	0·24	68,09,501	14·4	6·88	9·91	B. N.
1,51,087	0·68	0·33	0·34	29,80,913	13·4	6·45	6·76	B., B. & C. I.
66,462	0·39	0·14	0·20	22,66,323	13·3	4·68	6·79	E. B.
2,88,518	0·16	0·14	0·21	1,02,13,627	9·38	4·67	7·57	E. I.
1,63,195	0·28	0·12	0·18	48,77,617	8·31	3·67	5·24	G. I. P.
82,386	0·41	0·18	0·28	16,05,181	8·03	3·54	5·55	M. & S. M.
11,872	0·21	0·10	0·16	3,46,038	6·04	2·78	4·66	N. S.
4,76,988	0·70	0·29	0·40	93,93,000	13·7	5·75	7·93	N. W.
14,298	0·20	0·06	0·12	4,58,303	6·36	1·76	3·96	S. I.
								3′ 3½″ Gauge.
11,676	0·10	0·04	0·07	8,37,947	6·97	2·95	5·06	A. B.
22,174	0·10	0·04	0·11	10,48,626	4·90	1·85	5·42	B. & N. W.
1,49,684	0·55	0·25	0·48	27,13,087	10·0	4·50	8·66	B., B. & C. I.
17,118	0·11	0·05	0·10	13,43,733	8·79	4·19	7·68	E. B.
19,779	0·27	0·13	0·28	4,28,614	5·92	2·78	6·01	Jodhpur.
32,104	0·24	0·07	0·17	8,37,532	6·14	1·94	4·31	M. & S. M.
8,392	0·23	0·05	0·15	1,72,266	4·69	1·16	3·16	M. S.
8,645	0·25	0·08	0·16	2,20,249	6·38	2·00	4·03	N. S.
5,433	0·14	0·04	0·13	2,09,241	5·43	1·62	4·81	R. & K.
34,662	0·19	0·06	0·13	7,08,041	3·83	1·17	2·67	S. I.
								2′ 6″ & 2′ 0″ Gauges.
2,415	0·06	0·02	0·04	4,80,669	11·1	3·82	8·75	B. N.
358	0·06	0·01	0·04	90,867	16·3	3·40	9·86	B., B. & C.
37	0·03	0·00	0·03	6,273	5·01	0·80	4·44	E. B.
129	0·02	0·00	0·03	34,070	4·60	1·08	7·16	G. I. P.
356	0·15	0·03	0·15	7,321	3·12	0·50	3·14	M. S.
8,838	0·47	0·12	0·17	2,76,606	14·7	3·90	5·19	N. W.
442	0·19	0·05	0·12	1,004	0·44	0·11	0·26	S. I.

30—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Total Operating Expenses—(C. III).				Appropriation to depreciation	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
	144	145	146	147	148	149
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	4,50,380	0·95	0·45	0·65	50,34,318	10·6
Bombay, Baroda and Central India	3,25,420	1·47	0·71	0·74	51,72,169	23·3
Eastern Bengal	2,60,792	1·53	0·54	0·78	15,33,003	9·00
East Indian	17,66,754	1·62	0·81	1·31	77,60,030	7·12
Great Indian Peninsula	13,57,246	2·31	1·02	1·46	45,34,189	7·72
Madras and Southern Mahratta	3,41,764	1·71	0·75	1·18	26,34,994	13·2
Nizam's State	1,30,850	2·28	1·05	1·77	9,94,886	17·4
North Western	10,49,296	1·53	0·64	0·89	52,00,225	7·59
South Indian	1,39,430	1·94	0·53	1·21	4,96,760	6·90
3′ 3⅜″ Gauge.						
Assam Bengal	1,01,439	0·84	0·36	0·61	6,33,411	5·27
Bengal and North Western	1,74,650	0·82	0·31	0·90	5,60,213	2·62
Bombay, Baroda and Central India	3,14,077	1·16	0·52	1·00	15,41,226	5·69
Eastern Bengal	1,67,638	1·10	0·52	0·96	7,67,300	5·02
Jodhpur	57,431	0·79	0·37	0·80	58,007	0·80
Madras and Southern Mahratta	1,38,582	1·02	0·32	0·71	7,32,701	5·37
Mysore State	72,227	1·97	0·48	1·32	4,10,711	11·2
Nizam's State	49,648	1·44	0·45	0·91	4,93,488	14·3
Rohilkund and Kumaon	50,146	1·30	0·38	1·15	1,46,279	3·79
South Indian	2,74,523	1·49	0·45	1·04	14,91,912	8·07
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	65,912	1·52	0·52	1·20	1,61,319	3·72
Bombay, Baroda and Central India	16,190	2·91	0·61	1·75	9,487	1·70
Eastern Bengal	3,283	2·62	0·42	2·33	3,204	2·56
Great Indian Peninsula	9,558	1·29	0·30	2·01	..	..
Mysore State	3,010	1·28	0·21	1·29	21,585	9·20
North Western	70,905	3·77	1·00	1·33	1,86,566	9·91
North Indian	6,417	2·80	0·70	1·68	19,260	8·41

Class I Railways for the year 1940-41—contd.

AND WAGON STOCK—*concld.*

RESERVE FUND—(C. IV).		TOTAL WORKING EXPENSES—ABSTRACT C.				Railway
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
150	151	152	153	154	155	
As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
5·08	7·32	1,29,23,387	27·2	13·1	18·8	B. N.
11·2	11·7	88,49,136	39·8	19·2	20·0	B., B. & C. I.
3·16	4·60	44,23,262	26·0	9·13	13·3	E. B.
3·55	5·75	2,11,02,300	19·4	9·65	15·6	E. I.
3·41	4·87	1,19,07,453	20·3	8·96	12·8	G. I. P.
5·82	9·11	49,11,659	24·6	10·8	17·0	M. & S. M.
7·99	13·4	15,76,579	27·5	12·7	21·2	N. S.
3·19	4·39	1,67,27,774	24·4	10·2	14·1	N. W.
1·90	4·29	11,32,307	15·7	4·34	9·78	S. I.
						3′ 3⅜″ GAUGE.
2·22	3·83	17,26,999	14·4	6·07	10·4	A. B.
0·99	2·90	18,99,984	8·88	3·36	9·82	B. & N. W.
2·56	4·92	51,24,509	18·9	8·50	16·4	B., B. & C. I.
2·39	4·39	24,29,137	15·9	7·57	13·9	E. B.
0·38	0·81	6,55,673	9·05	4·26	9·18	Jodhpur.
1·70	3·77	18,78,619	13·8	4·36	9·66	M. & S. M.
2·75	7·53	6,90,870	18·8	4·63	12·7	M. S.
4·47	9·03	8,38,040	24·3	7·60	15·3	N. S.
1·13	3·36	4,36,368	11·3	3·37	10·0	R. & K.
2·47	5·63	25,62,425	13·9	4·24	9·67	S. I.
						2′ 6″ & 2′ 0″ GAUGES.
1·28	2·93	7,44,610	17·2	5·91	13·6	B. N.
0·36	1·03	1,21,087	21·7	4·54	13·1	B., B. & C. I.
0·41	2·27	13,503	10·8	1·72	9·56	E. B.
..	..	43,731	5·90	1·38	9·19	G. I. P.
1·49	9·27	33,432	14·3	2·30	14·4	M. S.
2·63	3·50	5,69,717	30·3	8·03	10·7	N. W.
2·10	5·03	28,093	12·3	3·07	7·34	S. I.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	General Administration—(E. I.).			Total Repairs and maintenance (E. II.).			Station Staff—(E. III. 3102.)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	156	157	158	159	160	161	162	163	164
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	14,72,263	1·49	2·14	1,66,674	0·17	0·24	43,98,939	4·44	6·40
Bombay, Baroda and Central India	7,93,674	1·46	1·80	1,41,037	0·26	0·32	36,92,030	6·79	8·37
Eastern Bengal	7,48,129	1·55	2·24	73,496	0·15	0·22	32,76,774	6·76	9 83
East Indian	22,61,122	1·03	1·67	3,20,310	0·15	0·24	99,03,472	4·53	7·34
Great Indian Peninsula	16,07,550	1·10	1·72	1,71,213	0·12	0·18	69,01,266	4·74	7·42
Madras and Southern Mahratta	4,92,214	1·09	1·70	72,466	0·16	0·25	19,37,692	4·28	6·70
Nizam's State	1,89,996	1·53	2·56	7,724	0·06	0·10	4,17,699	3·35	5·63
North Western	16,56,449	1·01	1·40	2,17,891	0·13	0·18	1,01,53,854	6·22	8·57
South Indian	1,86,484	0·71	1·61	13,058	0·05	0·11	6,83,343	2·62	5·90
3′ 3⅜″ Gauge.									
Assam-Bengal	3,90,101	1·37	2·36	16,992	0·06	0·10	11,36,404	4·00	6·86
Bengal and North-Western	4,25,875	0·75	2·20	33,145	0·06	0·17	16,17,068	2·85	8·37
Bombay, Baroda and Central India	5,59,222	0·93	1·79	53,723	0·09	0·17	21,86,674	3·63	6·98
Eastern Bengal	4,41,424	1·37	2·52	37,807	0·12	0·22	13,94,093	4·34	7·97
Jodhpur	1,70,845	1·11	2·39	27,130	0·18	0·38	3,71,854	2·41	5·21
Madras and Southern Mahratta	3,17,359	0·74	1·63	35,437	0·08	0·18	14,02,313	3·25	7·21
Mysore State	83,593	0·56	1·54	8,355	0·06	0·16	4,63,003	3·11	8·48
Nizam's State	1,37,976	1·25	2·52	5,455	0·05	0·10	3,97,569	3·60	7·28
Rohilkund and Kumaon	77,374	0·60	1·77	16,019	0·12	0·37	3,64,234	2·82	8·37
South Indian	4,67,892	0·72	1·77	31,922	0·05	0·12	18,54,245	2·84	7·00
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	67,100	0·53	1·22	10,077	0·08	0·18	3,56,478	2·83	6·49
Bombay, Baroda and Central India	7,075	0·27	0·77	649	0·02	0·07	49,458	1·85	5·37
Eastern Bengal	1,803	0·23	1·27	92	0·01	0·07	14,580	1·85	10·3
Great Indian Peninsula	..	..	..	177	0·01	0·04	45,262	1·43	9·51
Mysore State	3,541	0·24	1·52	354	0·03	0·15	19,629	1·35	8·42
North-Western	73,188	1·03	1·37	6,341	0·09	0·12	3,54,633	5·00	6·65
South Indian	13,259	1·45	3·47	512	0·05	0·13	23,864	2·60	6·23

Class I Railways for the year 1940-41—contd.

TRAFFIC DEPARTMENT.

Train Staff and their mileage and overtime—(E. III 3103 and 3104).			General Operating Staff (Inspectors, Canvassers, etc.) and Travelling Ticket Examining Staff—(E. III. 3101 and 3105).			Fires, lights and General Stores for stations and traffic yards and water and General Stores in trains.—(E. III. 3201 and 3202).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
165	166	167	168	169	170	171	172	173	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
15,77,265	1·59	2·30	3,67,390	0·37	0·54	2,98,032	0·31	0·43	Bengal-Nagpur.
5,86,372	1·08	1·33	2,27,822	0·42	0·52	1,95,440	0·36	0·45	Bombay, Baroda and Central India.
6,56,520	1·36	1·97	3,13,904	0·64	0·94	1,27,682	0·27	0·38	Eastern Bengal.
30,78,137	1·41	2·28	10,52,198	0·48	0·78	6,35,845	0·29	0·47	East Indian.
15,34,282	1·05	1·65	4,68,709	0·32	0·50	5,21,822	0·36	0·56	Great Indian Peninsula.
4,10,260	0·90	1·42	3,09,945	0·68	1·08	1,39,746	0·31	0·48	Madras and Southern Mahratta.
1,18,999	0·96	1·60	48,682	0·39	0·67	57,970	0·47	0·78	Nizam's State.
17,89,180	1·10	1·51	5,91,903	0·37	0·50	5,00,275	0·31	0·43	North Western.
2,04,747	0·78	1·77	59,249	0·22	0·51	59,908	0·23	0·51	South Indian.
									3′ 3¾″ Gauge.
2,52,357	0·89	1·53	1,50,766	0·53	0·91	40,998	0·14	0·25	Assam Bengal.
4,48,147	0·79	2·32	1,53,825	0·28	0·79	1,14,740	0·21	0·59	Bengal and North Western.
5,92,443	0·98	1·89	1,93,362	0·32	0·62	1,38,838	0·23	0·44	Bombay, Baroda and Central India.
3,44,183	1·07	1·97	1,87,342	0·58	1·07	82,838	0·26	0·47	Eastern Bengal.
1,17,497	0·77	1·65	48,956	0·32	0·69	48,685	0·32	0·68	Jodhpur.
3,75,404	0·87	1·93	1,88,443	0·44	0·96	98,187	0·23	0·51	Madras and Southern Mahratta.
1,10,908	0·74	2·04	22,301	0·15	0·42	50,263	0·34	0·92	Mysore State.
1,16,015	1·05	2·12	44,418	0·40	0·81	58,466	0·53	1·08	Nizam's State.
67,964	0·53	1·56	22,299	0·17	0·51	95,303	0·74	2·19	Rohilkund and Kumaon.
4,65,068	0·71	1·75	1,54,688	0·23	0·58	1,10,655	0·17	0·42	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
1,57,639	1·25	2·87	31,003	0·25	0·56	27,804	0·22	0·51	Bengal Nagpur.
10,144	0·38	1·10	2,940	0·11	0·32	2,642	0·10	0·28	Bombay, Baroda and Central India.
256	0·04	0·18	874	0·11	0·62	14	0·00	0·01	Eastern Bengal.
9,519	0·29	2·00	2,643	0·09	0·55	2,179	0·07	0·46	Great Indian Peninsula.
4,679	0·32	2·01	945	0·06	0·40	2,129	0·15	0·91	Mysore State.
72,953	1·03	1·37	24,600	0·35	0·46	29,611	0·41	0·55	North Western.
11,913	1·30	3·11	2,839	0·31	0·74	1,743	0·19	0·46	South Indian.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	Clothing—(E. III. 3203).			Stationery, Forms and Tickets—(E. III. 3204).			Compensation for goods, etc., lost or damaged—(E. III. 3700).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	174	175	176	177	178	179	180	181	182
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	85,175	0·09	0·12	2,07,782	0·21	0·30	59,443	0·06	0·09
Bombay, Baroda and Central India	57,596	0·11	0·13	2,24,349	0·41	0·51	45,824	0·08	0·10
Eastern Bengal	44,919	0·09	0·14	2,16,759	0·45	0·65	73,481	0·15	0·22
East Indian	3,53,717	0·16	0·26	4,11,921	0·18	0·31	1,20,869	0·06	0·09
Great Indian Peninsula	68,305	0·05	0·07	3,54,234	0·24	0·38	1,40,552	0·10	0·15
Madras and Southern Mahratta	33,350	0·07	0·12	1,34,495	0·30	0·46	32,492	0·07	0·11
Nizam's State	10,556	0·08	0·14	45,725	0·37	0·61	3,733	0·03	0·05
North Western	93,386	0·06	0·08	5,30,484	0·33	0·45	1,01,824	0·06	0·09
South Indian	10,693	0·04	0·09	1,64,605	0·63	1·42	10,120	0·04	0·09
3′ 3⅜″ Gauge.									
Assam-Bengal	11,018	0·04	0·07	86,302	0·30	0·52	11,046	0·04	0·07
Bengal and North-Western	52,373	0·09	0·27	1,24,763	0·22	0·65	19,379	0·03	0·10
Bombay, Baroda and Central India	46,006	0·07	0·15	1,07,581	0·18	0·34	34,218	0·06	0·11
Eastern Bengal	23,251	0·07	0·13	1,29,348	0·40	0·74	51,725	0·16	0·30
Jodhpur	13,748	0·09	0·19	41,590	0·27	0·58	12,984	0·08	0·18
Madras and Southern Mahratta	16,399	0·04	0·08	1,25,903	0·29	0·65	5,685	0·01	0·03
Mysore State	14,043	0·09	0·26	1,04,849	0·70	1·92	5,836	0·04	0·10
Nizam's State	11,424	0·10	0·21	33,999	0·31	0·62	4,358	0·04	0·08
Rohilkund and Kumaon	10,291	0·08	0·23	37,618	0·29	0·86	5,435	0·04	0·13
South Indian	21,464	0·03	0·08	2,87,189	0·44	1·08	14,301	0·02	0·05
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	2,579	0·02	0·05	4,716	0·04	0·09	..	..	..
Bombay, Baroda and Central India	902	0·03	0·10	6,762	0·25	0·73	78	0·00	0·01
Eastern Bengal	..	..	..	700	0·09	0·50	21	0·00	0·01
Great Indian Peninsula	45	0·00	0·01	257	0·01	0·05	..	..	..
Mysore State	595	0·04	0·26	4,422	0·31	1·90	247	0·02	0·11
North-Western	4,041	0·03	0·08	22,528	0·32	0·42	3,801	0·05	0·07
South Indian	257	0·03	0·07	6,576	0·72	1·72	..	..	..

Class I Railways for the year 1940-41—contd.

TRAFFIC DEPARTMENT—*concld.*						
Total Operating Expenses—(E. III.).			Total Working Expenses—Abstract E.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
183	184	185	186	187	188	
Rs.	As.		Rs.	As.		5′ 6″ Gauge.
88,43,391	8·93	12·9	1,04,82,328	10·6	15·3	Bengal Nagpur.
55,81,927	10·3	12·7	65,16,638	12·0	14·8	Bombay, Baroda and Central India.
52,81,472	10·9	15·8	61,03,097	12·6	18·3	Eastern Bengal.
1,97,33,103	9·02	14·6	2,23,14,535	10·2	16·5	East Indian.
1,31,81,966	9·05	14·2	1,49,60,729	10·3	16·1	Great Indian Peninsula.
29,43,366	6·50	10·2	35,08,046	7·75	12·1	Madras and Southern Mahratta.
9,56,970	7·68	12·9	11,54,690	9·27	15·6	Nizam's State.
1,31,66,854	8·07	11·1	1,50,41,194	9·21	12·7	North Western.
13,75,187	5·27	11·9	15,74,729	6·03	13·6	South Indian.
						3′ 3⅜″ Gauge.
16,23,832	5·71	9·81	20,30,925	7·14	12·3	Assam-Bengal.
29,95,979	5·29	15·5	34,54,999	6·10	17·9	Bengal and North-Western.
38,50,941	6·38	12·3	44,63,886	7·40	14·3	Bombay, Baroda and Central India.
23,39,242	7·29	13·4	28,18,473	8·78	16·1	Eastern Bengal.
8,19,890	5·32	11·5	10,17,865	6·61	14·3	Jodhpur.
23,75,323	5·51	12·2	27,28,119	6·33	14·0	Madras and Southern Mahratta.
7,90,737	5·30	14·5	8,82,685	5·92	16·2	Mysore State.
8,97,082	8·13	16·4	10,40,513	9·43	19·0	Nizam's State.
6,21,076	4·80	14·3	7,14,469	5·52	16·4	Rohilkund and Kumaon.
31,26,092	4·78	11·8	36,25,906	5·55	13·7	South Indian.
						2′ 6″ and 2′ 0″ Gauges.
6,36,005	5·05	11·6	7,13,182	5·66	13·0	Bengal Nagpur.
1,24,936	4·68	13·6	1,32,660	4·97	14·4	Bombay, Baroda and Central India.
17,277	2·20	12·2	19,172	2·44	13·6	Eastern Bengal.
64,169	2·02	13·5	64,346	2·03	13·5	Great Indian Peninsula.
33,472	2·31	14·4	37,367	2·58	16·0	Mysore State.
5,52,839	7·79	10·4	6,32,368	8·91	11·9	North Western.
51,488	5·62	13·5	65,259	7·12	17·1	South Indian.

TABLE F.—EXPENSES OF

Railway.	General Administration, London Boards and Charges in India for Government supervision, control and audit (F. I. 1100 and 1200).			General Manager's and Divisional Superintendent's Offices—(F. I. 1300).			Accounts and Audit Department—(F. I. 1400).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	189	190	191	192	193	194	195	196	197
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	2,85,760	0·29	0·42	4,86,960	0·49	0·71	12,84,277	1·30	1·87
Bombay, Baroda and Central India	1,88,533	0·34	0·43	3,13,796	0·58	0·71	7,88,808	1·45	1·79
Eastern Bengal	..	..	..	3,75,223	0·77	1·12	6,32,723	1·31	1·90
East Indian	..	..	..	14,17,560	0·65	1·05	26,65,828	1·22	1·98
Great Indian Peninsula	..	..	..	2,63,819	0·18	0·28	16,61,670	1·14	1·79
Madras and Southern Mahratta	1,91,965	0·43	0·67	2,12,247	0·47	0·73	5,75,962	1·27	1·99
Nizam's State	1,01,451	0·82	1·37	1,28,603	1·03	1·73	1,99,628	1·60	2·69
North Western	..	..	..	16,67,464	1·02	1·41	25,91,442	1·59	2·19
South Indian	90,231	0·35	0·78	1,15,525	0·44	1·00	2,71,398	1·04	2·34
3′ 3⅜″ Gauge.									
Assam-Bengal	1,86,734	0·66	1·13	1,15,726	0·41	0·70	3,02,420	1·06	1·83
Bengal and North-Western	2,40,551	0·42	1·24	98,254	0·17	0·51	4,81,354	0·85	2·49
Bombay, Baroda and Central India	2,26,449	0·38	0·72	2,34,423	0·39	0·75	5,89,023	0·98	1·88
Eastern Bengal	..	..	..	2,22,220	0·69	1·27	3,76,588	1·17	2·15
Jodhpur	..	..	..	79,194	0·51	1·11	2,07,347	1·34	2·90
Madras and Southern Mahratta	1,95,783	0·46	1·00	1,25,586	0·29	0·64	3,94,065	0·91	2·03
Mysore State	10,332	0·07	0·19	58,432	0·39	1·07	1,42,441	0·96	2·61
Nizam's State	73,463	0·66	1·34	93,160	0·84	1·70	1,44,891	1·32	2·65
Rohilkund and Kumaon	75,176	0·58	1·72	48,938	0·38	1·12	1,22,106	0·94	2·81
South Indian	2,08,173	0·32	0·78	1,99,389	0·31	0·75	4,98,141	0·76	1·88
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	90,071	0·71	1·64	14,544	0·12	0·27	38,534	0·31	0·70
Bombay, Baroda and Central India	5,783	0·22	0·63	7,629	0·28	0·83	19,689	0·73	2·13
Eastern Bengal	..	..	..	1,470	0·19	1·04	2,492	0·32	1·76
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	432	0·03	0·18	2,444	0·17	1·05	5,932	0·41	2·56
North-Western	..	..	..	23,293	0·33	0·44	32,943	0·46	0·62
South Indian	8,287	0·90	2·16	1,075	0·12	0·28	4,923	0·54	1·29

Class I Railways for the year 1940-41—contd.

GENERAL DEPARTMENT.									
Stores Department—(F. I. 1500).			Medical Department—(F. I. 1700).			Police—(F. I. 1800).			Railway.
Total amount.	Per train mile.	Percentage of Total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
198	199	200	201	202	203	204	205	206	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
6,74,908	0·68	0·98	6,09,143	0·61	0·89	5,51,629	0·56	0·80	Bengal-Nagpur.
4,93,212	0·91	1·12	2,85,727	0·53	0·65	4,74,912	0·87	1·08	Bombay, Baroda and Central India.
3,83,624	0·79	1·15	3,35,664	0·69	1·01	4,50,496	0·93	1·35	Eastern Bengal.
12,31,224	0·56	0·91	8,45,295	0·39	0·63	12,95,871	0·59	0·96	East Indian.
7,50,355	0·51	0·81	6,25,026	0·43	0·67	8,98,071	0·62	0·96	Great Indian Peninsula.
2,51,233	0·55	0·87	2,57,395	0·57	0·89	2,95,472	0·65	1·02	Madras and Southern Mahratta.
1,00,469	0·81	1·35	99,090	0·79	1·33	96,665	0·78	1·30	Nizam's State.
10,38,201	0·64	0·88	7,45,323	0·46	0·63	17,12,622	1·05	1·44	North Western.
1,20,639	0·46	1·04	1,10,112	0·42	0·95	97,562	0·38	0·84	South Indian.
									3′ 3¾″ Gauge.
1,15,247	0·40	0·70	1,97,833	0·70	1·19	1,51,321	0·53	0·91	Assam-Bengal.
78,142	0·14	0·40	1,66,154	0·29	0·86	1,75,182	0·31	0·91	Bengal and North-Western.
3,31,815	0·55	1·06	2,79,041	0·46	0·89	4,44,093	0·74	1·42	Bombay, Baroda and Central India.
85,614	0·27	0·49	1,36,773	0·43	0·78	1,83,463	0·57	1·05	Eastern Bengal.
80,269	0·52	1·12	31,841	0·21	0·45	39,840	0·26	0·56	Jodhpur.
1,37,461	0·32	0·71	1,64,652	0·38	0·85	1,66,894	0·39	0·86	Madras and Southern Mahratta.
50,068	0·34	0·92	41,825	0·28	0·77	29,061	0·19	0·53	Mysore State.
70,633	0·64	1·29	75,769	0·69	1·39	1,02,522	0·93	1·88	Nizam's State.
19,518	0·15	0·45	36,489	0·28	0·84	42,099	0·33	0·97	Rohilkund and Kumaon.
2,20,109	0·34	0·83	2,37,030	0·36	0·90	1,94,475	0·30	0·73	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
20,156	0·16	0·37	40,800	0·32	0·74	48,016	0·38	0·87	Bengal Nagpur.
1,769	0·06	0·19	2,455	0·10	0·27	14,178	0·53	1·54	Bombay, Baroda and Central India.
496	0·06	0·35	345	0·04	0·25	902	0·12	0·64	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2,095	0·14	0·90	1,750	0·12	0·75	1,216	0·08	0·52	Mysore State.
17,042	0·24	0·32	26,751	0·38	0·50	57,435	0·81	1·08	North-Western.
2,153	0·23	0·56	2,486	0·27	0·65	1,793	0·20	0·47	South Indian.

30.—Analysis of operating expenses of

TABLE F.—EXPENSES OF GENERAL DEPARTMENT—*concld.*

Railway.	Total General Administration—(F. I.).			Total Repairs and Maintenance—(F. II.).			Total Working Expenses—Abstract F.		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	207	208	209	210	211	212	213	214	215
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal Nagpur	40,54,070	4·09	5·90	55,545	0·06	0·08	41,09,615	4·15	5·98
Bombay, Baroda and Central India	26,62,877	4·90	6·04	17,416	0·03	0·04	26,80,293	4·93	6·08
Eastern Bengal	22,44,437	4·63	6·73	23,430	0·05	0·07	22,67,867	4·68	6·80
East Indian	76,50,855	3·50	5·67	76,865	0·03	0·06	77,27,720	3·53	5·73
Great Indian Peninsula	44,02,774	3·02	4·73	40,846	0·03	0·04	44,43,620	3·05	4·77
Madras and Southern Mahratta	18,58,154	4·10	6·42	19,026	0·04	0·07	18,77,180	4·14	6·49
Nizam's State	7,44,388	5·98	10·0	3,104	0·02	0·04	7,47,492	6·00	10·1
North Western	79,59,286	4·88	6·72	51,346	0·03	0·04	80,10,632	4·91	6·76
South Indian	8,27,953	3·17	7·15	3,977	0·02	0·04	8,31,930	3·19	7·19
3′ 3⅜″ Gauge.									
Assam Bengal	11,06,460	3·89	6·68	4,756	0·02	0·03	11,11,216	3·91	6·71
Bengal and North-Western	12,61,557	2·22	6·52	26,453	0·05	0·14	12,88,010	2·27	6·66
Bombay, Baroda and Central India	21,93,049	3·64	7·00	8,610	0·01	0·03	22,01,659	3·65	7·03
Eastern Bengal	10,43,088	3·25	5·96	1,664	0·00	0·01	10,44,752	3·25	5·97
Jodhpur	4,52,088	2·93	6·33	4,078	0·03	0·06	4,56,166	2·96	6·39
Madras and Southern Mahratta	12,27,423	2·85	6·31	8,770	0·02	0·05	12,36,193	2·87	6·36
Mysore State	3,61,898	2·43	6·64	1,596	0·01	0·03	3,63,494	2·44	6·67
Nizam's State	5,74,053	5·20	10·5	2,367	0·02	0·04	5,76,420	5·22	10·6
Rohilkund and Kumaon	3,62,596	2·80	8·33	6,965	0·05	0·16	3,69,561	2·85	8·49
South Indian	16,14,501	2·47	6·09	9,261	0·01	0·04	16,23,762	2·48	6·13
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	2,56,951	2·04	4·68	..	..	..	2,56,951	2·04	4·68
Bombay, Baroda and Central India	53,703	2·00	5·83	..	..	..	53,703	2·00	5·83
Eastern Bengal	5,959	0·76	4·22	..	..	..	5,959	0·76	4·22
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	15,114	1·04	6·49	67	0·01	0·03	15,181	1·05	6·52
North-Western	1,59,963	2·26	3·00	889	0·01	0·02	1,60,852	2·27	3·02
South Indian	21,788	2·38	5·69	30	0·00	0·01	21,818	2·38	5·70

Class I Railways for the year 1940-41—contd.

TABLE G.—MISCELLANEOUS EXPENSES.

Total General Administration—(G. I).			Total Operating Expenses—(G. III).			Total Working Expenses—Abstract G.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
216	217	218	219	220	221	222	223	224	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
46,87,810	4·74	6·82	6,45,258	0·65	0·94	53,33,068	5·39	7·76	Bengal Nagpur.
32,29,327	5·94	7·33	85,544	0·16	0·19	33,14,871	6·10	7·52	Bombay, Baroda and Central India.
25,13,799	5·19	7·54	4,23,872	0·87	1·27	29,37,671	6·06	8·81	Eastern Bengal.
82,50,450	3·77	6·11	10,63,657	0·49	0·79	93,14,107	4·26	6·90	East Indian.
55,01,343	3·78	5·92	4,03,866	0·28	0·43	59,05,209	4·06	6·35	Great Indian Peninsula.
20,42,405	4·51	7·06	2,93,412	0·65	1·02	23,35,817	5·16	8·08	Madras and Southern Mahratta.
4,31,360	3·46	5·81	49,736	0·40	0·67	4,81,096	3·86	6·48	Nizam's State.
62,94,368	3·86	5·31	8,47,679	0·52	0·72	71,42,047	4·38	6·03	North Western.
7,65,750	2·93	6·61	1,27,489	0·49	1·10	8,93,239	3·42	7·71	South Indian.
									3′ 3½″ Gauge.
8,21,808	2·89	4·96	1,75,239	0·62	1·06	9,97,047	3·51	6·02	Assam Bengal.
8,83,835	1·56	4·57	1,180	0·00	0·01	8,85,015	1·56	4·58	Bengal and North Western.
20,26,230	3·36	6·47	43,325	0·07	0·14	20,69,585	3·43	6·61	Bombay, Baroda and Central India.
10,09,692	3·15	5·77	64,377	0·20	0·37	10,74,069	3·35	6·14	Eastern Bengal.
2,38,340	1·55	3·34	4,07,541	2·64	5·71	6,45,881	4·19	9·05	Jodhpur.
10,11,919	2·35	5·20	1,71,065	0·40	0·88	11,82,984	2·75	6·08	Madras and Southern Mahratta.
2,08,721	1·40	3·83	8,702	0·06	0·16	2,17,423	1·46	3·99	Mysore State.
3,18,337	2·88	5·83	38,349	0·35	0·70	3,56,686	3·23	6·53	Nizam's State.
1,86,816	1·44	4·29	..	..	..	1,86,816	1·44	4·29	Rohilkund and Kumaon.
16,21,999	2·48	6·12	3,62,022	0·55	1·36	19,84,021	3·03	7·48	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
1,27,935	1·01	2·33	5,925	0·05	0·11	1,33,860	1·06	2·44	Bengal Nagpur.
20,059	0·75	2·18	..	..	..	20,059	0·75	2·18	Bombay, Baroda and Central India.
4,936	0·63	3·49	309	0·04	0·22	5,245	0·67	3·71	Eastern Bengal.
7,786	0·25	1·64	..	..	..	7,786	0·25	1·64	Great Indian Peninsula.
8,928	0·62	3·83	378	0·02	0·16	9,306	0·64	3·99	Mysore State.
1,70,363	2·40	3·20	9,320	0·13	0·17	1,79,683	2·53	3·37	North Western.
8,602	0·94	2·25	3,525	0·38	0·92	12,127	1·32	3·17	South Indian.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES OF

Railway.	General Administration—(H. I.)				Electric Traction—Sub-Stations, overhead equipment, etc.,—Running and Workshop repairs—(H. II 2110 and 2120).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	225	226	227	228	229	230	231	232
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	3,14,780	0·66	0·32	0·46	..	..	..	..
Bombay, Baroda and Central India	4,86,391	2·03	0·89	1·10	34,297	1·92	0·41	0·08
Eastern Bengal	3,14,988	1·85	0·65	0·94	..	..	..	..
East Indian	10,49,205	0·96	0·48	0·78	..	..	..	..
Great Indian Peninsula	12,14,972	1·98	0·83	1·31	3,68,763	4·04	1·13	0·39
Madras and Southern Mahratta	2,47,487	1·24	0·55	0·86	..	..	..	..
Nizam's State	28,221	0·49	0·23	0·38	..	..	..	..
North Western	7,40,011	1·08	0·45	0·62	..	..	..	..
South Indian	70,056	0·97	0·27	0·61	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	85,184	0·71	0·30	0·52	..	..	..	..
Bengal and North Western	64,788	0·30	0·11	0·33	..	..	..	..
Bombay, Baroda and Central India	2,27,788	0·84	0·38	0·73	..	..	..	..
Eastern Bengal	1,67,256	1·10	0·52	0·96	..	..	..	..
Jodhpur	4,775	0·07	0·03	0·07	..	..	..	..
Madras and Southern Mahratta	1,61,326	1·18	0·37	0·83	..	..	..	..
Mysore State	10,757	0·29	0·07	0·20	..	..	..	..
Nizam's State	21,534	0·64	0·19	0·39	..	..	..	..
Rohilkund and Kumaon	36,762	0·95	0·28	0·85	..	..	..	..
South Indian	2,35,669	1·24	0·36	0·89	12,856	1·84	0·24	0·05
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	2,678	0·06	0·02	0·05	..	..	..	..
Bombay, Baroda and Central India	407	0·07	0·02	0·04	..	..	..	..
Eastern Bengal	303	0·24	0·04	0·22	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	460	0·19	0·03	0·19	..	..	..	..
North Western	17,081	0·91	0·24	0·32	..	..	..	..
South Indian	3,985	1·74	0·43	0·04	..	..	..	..

Class I Railways for the year 1940-41—contd.

ELECTRICAL DEPARTMENT.

Rolling stock traction equipment—Multiple unit Stock—Running repairs—(H. II 2131).				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II 2132).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
233	234	235	236	237	238	239	240	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
21,502	1·20	0·26	0·05	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
42,123	1·65	0·33	0·05	*79,894	*1·21	*0·58	*0·09	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3' 3¼" Gauge.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
13,567	1·94	0·27	0·05	*6,037	*0·86	*1·21	*0·02	South Indian.
								2' 6" and 2' 0" Gauges.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

* Includes running repairs to Battery Locomotives.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Battery Locomotive—Running repairs—(H. II. 2133).				Rolling Stock traction equipment—Multiple unit Stock—Workshop repairs—(H. II. 2134).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	241	242	243	244	245	246	247	248
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	2,179	0·12	0·03	0·00	87,604	4·89	1·07	0·20
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	*	*	*	*	1,71,618	6·74	1·35	0·18
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3¾″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	*	*	*	*	8,840	1·27	0·18	0·03
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

* Included in Columns 237 to 240.

Class I Railways for the year 1940-41—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Rolling Stock traction equipment—Electric Locomotive—Workshop repairs—(H. H. 2135).				Rolling Stock traction equipment—Battery Locomotive—Workshop repairs—(H. H. 2136).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
249	250	251	252	253	254	255	256	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	996	0·06	0·01	0·00	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
*90,638	*1·38	*0·66	*0·10	†	†	†	†	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..			Rohilkund and Kumaon.
*987	*0·14	*0·20	*0·01	†	†	†	†	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

* Includes workshop repairs to Battery Locomotives.
† Included in columns 249 to 252.

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Body Work under Frames, bogies, etc.—Running and Workshop repairs and other items—(H. II. 2140 and 2150).				Total Electric traction and Rolling Stock traction equipment—(H. II. 2100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	257	258	259	260	261	262	263	264
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	3,87,655	21·6	4·73	0·88	5,34,233	29·8	6·51	1·21
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	8,95,542	9·82	2·75	0·98	16,48,578	18·1	4·04	1·79
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	57,484	8·24	1·06	0·22	99,771	14·3	1·85	0·38
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

Class I Railways for the year 1940-41—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H. II. 2200).				Electric Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H. II. 2300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
265	266	267	268	269	270	271	272	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
8,03,688	1·69	0·81	1·17	6,43,558	1·36	0·65	0·93	Bengal-Nagpur.
6,79,402	2·83	1·25	1·54	2,19,717	0·92	0·40	0·50	Bombay, Baroda and Central India.
5,44,534	3·20	1·13	1·63	3,31,327	1·94	0·68	1·00	Eastern Bengal.
23,99,327	2·20	1·10	1·78	12,71,294	1·17	0·58	0·94	East Indian.
14,36,760	2·34	0·98	1·54	7,19,982	1·18	0·49	0·77	Great Indian Peninsula.
3,82,704	1·91	0·85	1·32	1,68,890	0·85	0·37	0·59	Madras and Southern Mahratta.
43,461	0·76	0·35	0·59	66,558	1·16	0·53	0·89	Nizam's State.
15,92,855	2·32	0·98	1·35	8,89,002	1·30	0·54	0·75	North Western.
1,24,354	1·73	0·48	1·07	95,020	1·32	0·36	0·82	South Indian.
								3' 3⅜" Gauge.
2,90,890	2·42	1·02	1·76	72,855	0·61	0·26	0·44	Assam Bengal.
2,19,619	1·03	0·38	1·14	1,45,640	0·68	0·26	0·75	Bengal and North Western.
5,33,183	1·97	0·88	1·70	2,55,666	0·94	0·42	0·82	Bombay, Baroda and Central India.
2,62,681	1·72	0·82	1·50	2,09,042	1·37	0·65	1·20	Eastern Bengal.
62,718	0·87	0·41	0·87	1,13,833	1·57	0·74	1·60	Jodhpur.
1,48,483	1·09	0·34	0·76	2,17,616	1·59	0·51	1·12	Madras and Southern Mahratta.
22,372	0.61	0·15	0·41	36,323	0·99	0·24	0·67	Mysore State.
29,382	0·85	0·27	0·54	1,20,647	3·49	1·09	2·21	Nizam's State.
..	..	..	..	25,827	0·67	0·20	0·59	Rohilkund and Kumaon.
365,139	1·92	0·56	1·38	2,04,831	1·08	0·31	0·77	South Indian.
								2' 6" and 2' 0" Gauges.
18,674	0·43	0·15	0·34	47,254	1·09	0·38	0·86	Bengal Nagpur.
809	0·14	0·03	0·09	5,944	1·07	0·22	0·64	Bombay, Baroda and Central India.
157	0·13	0·02	0·11	1,132	0·90	0·14	0·80	Eastern Bengal.
1,677	0·23	0·05	0·35	1,705	0·23	0·06	0·36	Great Indian Peninsula.
936	0·40	0·07	0·40	1,529	0·65	0·10	0 66	Mysore State.
54,367	2·89	0·77	1·02	73,855	3·92	1·04	1·38	North Western.
2,069	0·90	0·23	0·54	4,210	1·84	0·46	1·10	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Repairs and Maintenance—(H. II.).				Electric Traction—Running Staff—(H. III. 3110).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	273	274	275	276	277	278	279	280
	Rs.	Rs.	As.		Rs.	Rs.	As.	
5′ 6″ GAUGE.								
Bengal-Nagpur	14,47,246	3·05	1·46	2·10	..	..	..	..
Bombay, Baroda and Central India	14,33,352	5·97	2·64	3·25	4,21,970	23·5	5·14	0·96
Eastern Bengal	8,75,861	5·14	1·81	2·63	..	..	..	..
East Indian	36,70,621	3·37	1·68	2·72	..	..	..	..
Great Indian Peninsula	38,05,320	6·21	2·60	4·10	16,06,114	17·6	4·91	1·73
Madras and Southern Mahratta	5,51,594	2·76	1·22	1·91	..	..	..	..
Nizam's State	1,10,019	1·92	0·88	1·48	..	..	..	..
North Western	24,81,857	3·62	1·52	2·10	..	..	..	..
South Indian	2,19,374	3·05	0·84	1·89	..	..	..	..
3′ 3⅜″ GAUGE.								
Assam Bengal	3,63,745	3·03	1·28	2·20	..	..	..	..
Bengal and North Western	3,65,259	1·71	0·64	1·89	..	..	..	..
Bombay, Baroda and Central India	7,88,849	2·91	1·30	2·52	..	..	..	..
Eastern Bengal	4,71,723	3·09	1·47	2·70	..	..	..	..
Jodhpur	1,76,551	2·44	1·15	2·47	..	..	..	..
Madras and Southern Mahratta	3,66,099	2·68	0·85	1·88	..	..	..	..
Mysore State	58,695	1·60	0·39	1·08	..	..	..	..
Nizam's State	1,50,029	4·34	1·36	2·75	..	..	..	..
Rohilkund and Kumaon	25,827	0·67	0·20	0·59	..	..	..	..
South Indian	6,69,741	3·53	1·02	2·53	81,168	11·6	1·51	0·30
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	65,928	1·52	0·53	1·20	..	..	..	..
Bombay, Baroda and Central India	6,753	1·21	0·25	0·73	..	..	..	..
Eastern Bengal	1,289	1·03	0·16	0·91	..	..	..	..
Great Indian Peninsula	3,382	0·46	0·11	0·71	..	..	..	..
Mysore State	2,465	1·05	0·17	1·06	..	..	..	..
North Western	1,28,222	6·81	1·81	2·40	..	..	..	..
South Indian	6,279	2·74	0·69	1·64	..	..	..	..

Class I Railways for the year 1940-41—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric traction—Electric current—(H. III. 3140).				Electric traction—Examiners, cleaners, oilers, etc.—(H. III. 3150).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
281	282	283	284	285	286	287	288	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
11,19,331	62·5	13·6	2·54	48,392	2·70	0·59	0·11	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
11,91,087	13·1	3·64	1·28	72,089	0·79	0·22	0·08	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3½″ GAUGE.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
1,92,328	27·6	3·58	0·73	8,643	1·24	0·16	0·03	South Indian.
								2′ 6″ AND 2′ 0″ GAUGES.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	*Electric traction—Oil waste, other stores and Miscellaneous expenses—(H. III. 3160 and 3170).*				Total Electric traction—Operating Expenses—*(H. III. 3100).*			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	290	291	292	293	294	295	296
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	26,348	1·47	0·32	0·06	16,16,041	90·2	19·7	3·67
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	1,01,856	1·11	0·32	0·10	29,71,146	32·6	9·09	3·19
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3⅜″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	7,836	1·12	0·15	0·03	2,90,475	41·6	5·40	1·09
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..

Class I Railways for the year 1940-41—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

General Services—Supply of energy for Power and Lighting, other operating labour and stores and Miscellaneous expenses—(H. III, 3200).				Communication Services—Train Movement Instruments and Appraratus, Communication circuits and Apparatus and Miscellaneous—(H. III.-3300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
297	298	299	300	301	302	303	304	
								5′ 6″ Gauge.
Rs.	Rs.	As.		Rs.	Rs.	As.		
2,62,208	0·55	0·26	0·38	6,91,547	1·46	0·70	1·00	Bengal-Nagpur.
3,74,098	1·56	0·69	0·85	4,57,607	1·91	0·84	1·03	Bombay, Baroda and Central India.
35,269	0·21	0·07	0·11	1,28,305	0·75	0·27	0·38	Eastern Bengal.
5,90,238	0·54	0·27	0·44	10,01,253	0·92	0·46	0·74	East Indian.
3,55,810	0·58	0·24	0·39	4,29,472	0·70	0·30	0·46	Great Indian Peninsula.
2,05,354	1·03	0·45	0·71	2,93,612	1·47	0·65	1·02	Madras and Southern Mahratta.
3,991	0·07	0·03	0·05	58,876	1·03	0·47	0·80	Nizam's State.
5,40,845	0·79	0·33	0·46	10,68,375	1·56	0·66	0·90	North Western.
51,677	0·72	0·20	0·45	64,018	0·89	0·24	0·55	South Indian.
								3′ 3⅜″ Gauge.
1,56,233	1·30	0·55	0·94	83,368	0·69	0·29	0·50	Assam-Bengal.
1,66,573	0·78	0·30	0·86	1,25,764	0·59	0·22	0·65	Bengal and North-Western.
1,09,475	0·41	0·18	0·35	4,01,026	1·48	0·67	1·28	Bombay, Baroda and Central India.
44,835	0·29	0·14	0·25	48,879	0·32	0·15	0·28	Eastern Bengal.
59,333	0·82	0·39	0·83	77,746	1·07	0·50	1·09	Jodhpur.
63,037	0·48	0·15	0·33	1,51,661	1·11	0·35	0·78	Madras and Southern Mahratta.
42,312	1·15	0·28	0·78	27,172	0·74	0·18	0·50	Mysore State.
2,774	0·08	0·03	0·05	47,600	1·37	0·43	0·87	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
1,84,743	0·97	0·28	0·70	1,50,135	0·79	0·23	0·57	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
5,255	0·12	0·04	0·09	17,635	0·41	0·14	0·32	Bengal Nagpur.
403	0·07	0·01	0·04	4,452	0·80	0·17	0·49	Bombay, Baroda and Central India.
..	..	..	..	4	0·00	0·00	0·00	Eastern Bengal.
75	0·01	0·00	0·01	233	0·03	0·01	0·05	Great Indian Peninsula.
1,782	0·76	0·12	0·77	1,142	0·49	0·08	0·49	Mysore State.
14,064	0·75	0·20	0·26	24,272	1·29	0·34	0·46	North Western.
4	0·00	0·00	0·00	5,516	2·41	0·60	1·44	South Indian.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Operating Expenses—(H. III).				Appropriation to Depreciation Reserve Fund—(H. IV).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	305	306	307	308	309	310	311	312
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	9,53,755	2·01	0·96	1·38	1,93,887	0·41	0·20	0·29
Bombay, Baroda and Central India	24,47,746	10·2	4·50	5·55	1,29,514	0·54	0·24	0·29
Eastern Bengal	1,63,574	0·96	0·34	0·49	56,778	0·34	0·11	0·17
East Indian	15,91,491	1·46	0·73	1·18	3,53,396	0·32	0·16	0·26
Great Indian Peninsula	37,56,428	6·13	2·58	4·04	23,43,236	3·83	1·61	2·52
Madras and Southern Mahratta	4,98,966	2·50	1·10	1·73	7,551	0·04	0·01	0·02
Nizam's State	62,867	1·10	0·50	0·85	..	..	..	..
North Western	16,09,220	2·35	0·99	1·36	8,66,769	1·26	0·53	0·73
South Indian	1,15,695	1·61	0·44	1·00	16,870	0·23	0·07	0·15
3′ 3⅜″ Gauge.								
Assam-Bengal	2,39,601	1·99	0·84	1·44	38,136	0·32	0·13	0·23
Bengal and North Western	2,92,337	1·37	0·52	1·51	37,358	0·17	0·07	0·19
Bombay, Baroda and Central India	5,10,501	1·89	0·85	1·63	22,177	0·08	0·04	0·07
Eastern Bengal	93,714	0·61	0·29	0·53	29,377	0·19	0·09	0·17
Jodhpur	1,37,079	1·89	0·89	1·92	..	..	..	..
Madras and Southern Mahratta	2,14,698	1·57	0·50	1·11	59,788	0·44	0·14	0·31
Mysore State	69,484	1·89	0·47	1·28	..	..	..	..
Nizam's State	50,374	1·45	0·46	0·92	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	6,25,353	3·29	0·96	2·36	50,664	0·27	0·08	0·19
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	22,890	0·53	0·18	0·41	..	..	..	..
Bombay, Baroda and Central India	4,855	0·87	0·18	0·53	363	0·07	0·01	0·04
Eastern Bengal	4	0·00	0·00	0·00	119	0·10	0·02	0·08
Great Indian Peninsula	308	0·04	0·01	0·06	..	..	..	..
Mysore State	2,924	1·25	0·20	1·26	..	..	..	..
North Western	38,336	2·04	0·54	0·72	10,171	0·54	0·14	0·19
South Indian	5,520	2·41	0·60	1·44	654	0·29	0·07	0·17

Class I Railways for the year 1940-41—contd.

OF ELECTRICAL DEPARTMENT—*concld.*

Total Working Expenses—Abstract H.				
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Railway.
313	314	315	316	317
Rs.	Rs.	Rs.		5′ 6″ GAUGE.
29,09,668	6·13	2·94	4·23	Bengal-Nagpur.
44,97,063	18·7	8·27	10·2	Bombay, Baroda and Central India.
14,11,201	8·29	2·91	4·23	Eastern Bengal.
66,64,713	6·11	3·05	4·94	East Indian.
1,11,19,956	18·2	7·64	12·0	Great Indian Peninsula.
13,05,598	6·54	2·88	4·52	Madras and Southern Mahratta.
2,01,107	3·51	1·61	2·71	Nizam's State.
56,97,857	8·31	3·49	4·81	North Western.
4,21,995	5·86	1·62	3·65	South Indian.
				3′ 3¾″ GAUGE.
7,26,666	6·05	2·55	4·39	Assam-Bengal.
7,59,742	3·55	1·34	3·92	Bengal and North Western.
15,49,315	5·72	2·57	4·95	Bombay, Baroda and Central India.
7,62,070	4·99	2·37	4·36	Eastern Bengal.
3,18,405	4·40	2·07	4·46	Jodhpur.
8,01,911	5·87	1·86	4·13	Madras and Southern Mahratta.
1,38,936	3·78	0·93	2·56	Mysore State.
2,21,937	6·43	2·01	4·06	Nizam's State.
62,589	1·62	0·48	1·44	Rohilkund and Kumaon.
15,81,427	8·33	2·42	5·97	South Indian.
				2′ 6″ AND 2′ 0″ GAUGES.
91,496	2·11	0·73	1·66	Bengal Nagpur.
12,378	2·22	0·46	1·34	Bombay, Baroda and Central India.
1,715	1·37	0·22	1·21	Eastern Bengal.
3,690	0·50	0·12	0·77	Great Indian Peninsula.
5,849	2·49	0·40	2·51	Mysore State.
1,93,810	10·3	2·73	3·63	North Western.
16,438	7·18	1·79	4·29	South Indian.

30.—*Analysis of operating expenses of Class I Railways for the year 1940-41*—concld.

TABLES A TO H.

Summary.

NOTE.—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals' but from 1936-37 all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of Other than State-owned portions of their railways systems) include the figures of 'Appropriation to Depretiation Reserve Fund' instead.

Railway.	General Administration.		Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
318	319	320	321	322	323	324	325	326	327
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,48,67,854	21·6	2,01,98,731	29·4	2,17.16,464	31·6	1,19,57,350	17·4	6,87,40,399
Bombay, Baroda and Central India	93,26,164	21·2	1,01,28,791	23·0	1,61,50.680	36·6	84,80,692	19·2	4,40,86,327
Eastern Bengal	77,32,857	23·2	93,72,861	28·1	1,05,64,962	31·7	56,77,791	17·0	3,33,48,471
East Indian	2,66,93,000	19·8	3,74,26,898	27·7	4,58,71,484	34·0	2,49,30,068	18·5	13,49,21,450
Great Indian Peninsula	1,80,72,378	19·4	2,13,99,122	23·0	3,45,49,709	37·1	1,90,35,220	20·5	9,30.56,429
Madras and Southern Mahratta	63,50,882	22·0	66,37,659	22·9	1,03,86,663	35·9	55,43,468	19·2	2,89,18,672
Nizam's State	19,80,870	26·7	17,28,774	23·3	24,33,859	32·8	(*b*) 12,79,975	17·2	74,23,478
North Western	2,28,79,887	19·3	2,90,76,981	24·6	4,32,39,915	36·5	2,32,53,290	19·6	11,84,50,073
South Indian	25,24,999	21·8	22,37,923	19·3	48,95,620	42·3	19,16,270	16·6	1,15,74,812
3′ 3⅜″ GAUGE.									
Assam Bengal	36,81,067	22·3	41,24,713	24·9	46,08,112	27·8	41,38,457	25·0	1,65,52,349
Bengal and North Western	36,95,753	19·1	48,24,485	25·0	75,52,152	39·1	(*b*) 32,61,051	16·9	1,93,33,441
Bombay, Baroda and Central India	74,27,744	23·7	83,67,745	26·7	1,16,41,925	37·2	38,94,263	12·4	3,13,31,677
Eastern Bengal	36,23,940	20·7	54,54,660	31·2	54,72,977	31·3	29,37,708	16·8	1,74,89,285
Jodhpur	13,25,722	18·6	18,93,534	26·5	30,03,386	42·1	(*b*) 9,15,810	12·8	71,38,452
Madras and Southern Mahratta	39,39,591	20·3	49,27,339	25·3	71,85,234	36·9	33,99,561	17·5	(*a*) 1,94,51,725
Mysore State	9,46,198	17·4	9,38,020	17·2	26,07,708	47·8	9,59,471	17·6	54,51,397
Nizam's State	15,13,549	27·7	13,42,424	24·6	18,71,109	34·2	(*b*) 7,37,504	13·5	54,64,586
Rohilkund and Kumaon	9,00,743	20·7	11,42,792	26·3	15,47,504	35·6	(*b*) 7,61,579	17·5	43,52,618
South Indian	56,65,316	21·4	48,60,007	18·3	1,02,23,589	38·6	57,53,989	21·7	2,65,02,901
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	8,10,594	14·7	20,42,180	37·2	15,41,719	28·1	10,98,811	20·0	54,93,304
Bombay, Baroda and Central India	1,27,838	13·9	3,73,224	40·5	3,60,738	39·1	59,576	6·47	9,21,376
Eastern Bengal	16,551	11·7	51,770	36·6	61,107	43·3	11,869	8·40	1,41,297
Great Indian Peninsula	34,099	7·16	2,04,851	43·0	2,37,041	49·8	..	..	4,75,991
Mysore State	39,938	17·1	38,856	16·7	1,10,143	47·3	44,051	18·9	2,32,988
North Western	8,30,654	15·6	13,86,474	26·0	16,29,034	30·5	14,88,313	27·9	53,34,475
South Indian	1,03,299	27·0	61,197	16·0	1,43,959	37·6	74,294	19·4	3,82,749

(*a*) Excludes Rs. 4,31,517, the expenses of Mormugao Harbour.

(*b*) Includes expenditure on account of Replacements and Renewals for other than State-owned portions as under :—

B. & N. W. Railway (Company's portion) .. .. .. Rs. 15,26,592.
Jodhpur Railway (Durbar lines) .. .. Rs. 6,94,101.
Nizam's State Railway (H. E. H.'s Government lines) .. .. Rs. 19,40,863 (B. G. Rs. 12,49,825 and M.G. Rs. 6,91,038.)
Rohilkund and Kumaon Railway (Company's portion) .. .. Rs. 3,15,685.

31.—*Statement of Oil Consumption on Class I Railways during the years 1939-40 and 1940-41.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used in Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	*1939-40*	*301,964*	*634,777*	*4·54*	*6·05*	*490,126*	*1·03*
	1940-41	305,752	682,156	4·55	6·39	487,025	1·00
Bombay, Baroda and Central India	*1939-40*	*272,948*	*158,892*	*5·69*	*6·16*	*279,266*	*1·32*
	1940-41	278,876	172,473	5·60	6·24	303,325	1·34
Eastern Bengal	*1939-40*	*520,827*	*132,054*	*8·61*	*7·43*	*253,974*	*1·42*
	1940-41	510,193	141,812	8·72	7·67	233,242	1·35
East Indian	*1939-40*	*1,938,500*	*1,848,329*	*10·3*	*11·5*	*1,386,453*	*1·25*
	1940-41	1,732,777	1,767,989	9·41	10·6	1,393,900	1·26
Great Indian Peninsula	*1939-40*	*‡936,795*	*‡926,758*	*‡7·54*	*‡9·86*	*800,134*	*1·45*
	1940-41	‡959,653	‡1,053,694	‡7·69	‡10·2	661,535	1·19
Madras and Southern Mahratta	*1939-40*	*469,509*	*298,712*	*10·1*	*10·0*	*149,451*	*0·78*
	1940-41	484,486	320,551	10·3	10·8	154,528	0·76
Nizam's State	*1939-40*	*84,979*	*68,501*	*6·69*	*7·54*	*25,259*	*0·44*
	1940-41	78,603	65,600	6·75	7·37	26,240	0·45
North Western	*1939-40*	*1,569,950*	*972,102*	*8·89*	*11·4*	*1,147,908*	*1·76*
	1940-41	1,599,356	1,068,477	8·70	11·4	1,172,059	1·68
South Indian	*1939-40*	*366,513*	*176,035*	*11·5*	*11·6*	*61,249*	*0·83*
	1940-41	375,485	115,326	11·6	10·6	63,351	0·86
Total	*1939-40*	*6,461,985*	*5,156,160*	*8·56*	*9·58*	*4,593,320*	*1·33*
	1940-41	6,325,181	5,388,078	8·33	9·51	4,495,205	1·24
3' 3¾" GAUGE.							
Assam Bengal	*1939-40*	*212,654*	*71,809*	*5·53*	*6·49*	*127,979*	*1·05*
	1940-41	209,124	66,263	5·59	6·75	98,736	0·81
Bengal and North Western	*1939-40*	*410,679*	*149,133*	*4·97*	*4·73*	*287,525*	*1·28*
	1940-41	274,938	165,230	4·57	4·96	252,444	1·12
Bombay, Baroda and Central India	*1939-40*	*264,602*	*153,640*	*4·43*	*4·15*	*425,430*	*1·61*
	1940-41	270,506	179,345	4·50	4·51	376,414	1·37
Eastern Bengal	*1939-40*	*221,533*	*74,464*	*6·29*	*5·43*	*161,161*	*1·07*
	1940-41	225,073	79,665	6·36	5·45	174,059	1·12
Jodhpur	*1939-40*	*98,278*	*28,379*	*5·11*	*3·99*	*59,081*	*0·78*
	1940-41	115,889	34,592	5·77	5·27	51,816	0·70
Madras and Southern Mahratta	*1939-40*	*351,641*	*282,771*	*7·54*	*8·87*	*104,495*	*0·70*
	1940-41	364,001	234,058	7·81	9·32	173,508	1·22
Mysore State	*1939-40*	*71,595*	*46,718*	*4·46*	*5·56*	*78,295*	*2·12*
	1940-41	72,044	47,738	4·32	5·95	83,936	2·29
Nizam's State	*1939-40*	*78,235*	*33,946*	*5·92*	*7·02*	*20,151*	*0·58*
	1940-41	73,854	33,672	5·65	6·96	18,545	0·52
Rohilkund and Kumaon	*1939-40*	*66,759*	*21,604*	*4·21*	*3·72*	*48,779*	*1·27*
	1940-41	66,829	21,630	4·46	3·51	50,439	1·24
South Indian	*1939-40*	*486,072*	*111,529*	*5·68*	*5·20*	*169,532*	*0·91*
	1940-41	504,202	145,335	6·71	6·33	127,596	0·67
Total	*1939-40*	*2,112,048*	*973,993*	*5·51*	*5·64*	*1,482,428*	*1·15*
	1940-41	2,175,560	1,007,468	5·73	5·89	1,407,493	1·09

‡ Includes Oil consumption and mileage on account of shunting and Departmental Services of Electric Locomotives.

31.—*Statement of Oil Consumption on Class I Railways during the years 1939-40 and 1940-41*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ and 2′ 0″ Gauges.			
Bengal Nagpur	*1939-40*	*89,292*	*3·54*
	1940-41	89,957	3·57
Bombay, Baroda and Central India	*1939-40*	*23,554*	*4·77*
	1940-41	22,994	4·75
Eastern Bengal	*1939-40*	*12,061*	*9·40*
	1940-41	11,713	9·21
Great Indian Peninsula	*1939-40*	*54,539*	*10·9*
	1940-41	53,831.	10·2
Mysore State	*1939-40*	*15,249*	*6·22*
	1940-41	14,490	5·47
North Western	*1939-40*	*113,340*	*8·48*
	1940-41	124,115	9·05
South Indian	*1939-40*	*9,016*	*5·10*
	1940-41	7,821	5·08
Total	*1939-40*	*317,051*	**5 83*
	1940-41	324,921	5·96

* Revised Figures.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1939-40 and 1940-41.*

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). §§ (5) Borivli to Virar (Main Line).	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928. §§ 1st Sept. 1936.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March—				
3·01. Route mileage	*1940*	*36·80*	*44·00*	*18·14*
	1941	36·80	44·00	18·14
3·02. Track mileage (excluding sidings)	*1940*	*91·60*	*88·00*	*36·28*
	1941	91·60	88·00	36·28
4. Mileage open for electric service on 31st March.	*1940*	*36·80*	*44·00*	*18·14*
	1941	36·80	44·00	18·14
5. No. of sub-power stations on 31st March	*1940*	*4*	*4*	*4*
	1941	4	4	4
6. No. of electric railway stations on 31st March	*1940*	*27*	*28*	*14*
	1941	27	28	14
7. Mileage of transmission cable on 31st March	*1940*	*†79·14*	***48·78*	*41·49*
	1941	†79·14	**48·78	41·48
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1939-40*	*40*	*§53*	*24*
	1940-41	40	§53	24
8·02. Trailer coaches	*1939-40*	*120*	*153*	*48*
	1940-41	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1939-40*	*40*	*§53*	*24*
	1940-41	40	§53	24
9·02. Trailer coaches	*1939-40*	*120*	*151*	*48*
	1940-41	120	153	48
9·03. Train units*	*1939-40*	*40*	*51*	*24*
	1940-41	40	51	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1939-40*	*2*	*7*	*3*
	1940-41	2	6	3
10·02. Percentage of item 9·01	*1939-40*	*5·00*	*13·2*	*13·6*
	1940-41	5·00	11·3	13·0
10·03. Trailer coaches	*1939-40*	*5*	*17*	*7*
	1940-41	5	14	6
10·04. Percentage of item 9·02	*1939-40*	*4·17*	*11 3*	*13·6*
	1940-41	4·17	9 15	13·0

* A train unit is a motor coach and three trailers.

† Overhead 42·50 miles and underground 36·64 miles.

§ Includes 2 spare motor coaches.

** Overhead 7·80 miles and underground 40·98 miles.

‡ Figures for items 8 onwards include statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan-Kasara and Kalyan-Pariat which sections are also utilised for main line traffic.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1939-40 and 1940-41*—contd.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1939-40*	*38*	*46*	*21*
	1940-41	38	47	21
11·02. Trailer coaches	*1939-40*	*115*	*134*	*41*
	1940-41	115	139	42
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1939-40*	*38*	*38*	*17*
	1940-41	38	38	18
12·02. Trailer coaches	*1939-40*	*95*	*112*	*34*
	1940-41	95	111	36
12.03. Train units*	*1939-40*	*38*	*38*	*17*
	1940-41	38	38	18
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1939-40*	*Nil*	*8*	*4*
	1940-41	Nil	9	3
13·02. Trailer coaches	*1939-40*	*20*	*22*	*7*
	1940-41	20	28	5
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1939-40*	*77,905*	*800,723*	*777,313*
	1940-41	97,410	795,176	709 557
14·02. Total two unit traffic trains	*1939-40*	*1,238,523*	*1,257,410*	*37,259*
	1940-41	1,212,181	1,236,026	70,992
14·02. (*a*) Total three unit traffic trains	*1939-40*	*Nil*	*Nil*	*1,283*
	1940-41	Nil	Nil	730
14·02. (*b*) Total four unit traffic trains	*1939-40*	*Nil*	*Nil*	*Nil*
	1940-41	Nil	Nil	Nil
14·03. Total traffic trains	*1939-40*	*2,554,951*	*3,315,543*	*855,680*
	1940-41	2,521,772	3,267,228	853,731
14·04. Other trains	*1939-40*	*20,855*	*Nil*	*155*
	1940-41	22,063	Nil	172
15. Hours—				
15·01. Traffic trains	*1939-40*	*123,452*	*139,752*	*33,587*
	1940-41	123,041	138,239	34,872
15·02. Other	*1939-40*	*1,731*	*26,925*	*9*
	1940-41	1,617	26,298	8
15·03. Total	*1939-40*	*125,183*	*166,677*	*33,596*
	1940-41	124,658	164,537	34,880
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1939-40*	*8,981,281*	*12,911,329*	*2,567,040*
	1940-41	8,874,907	12,729,485	2,501,193
16·02. Other trains	*1939-40*	*74,709*	*Nil*	*465*
	1940-41	78,865	Nil	516

* A train unit is a motor coach and three trailors.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1939-40 and 1940-41*—contd.

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1939-40* ..	*185*	*238*	*136*
	1940-41 ..	183	236	128
17·02. Train unit miles per day per train unit on line.	*1939-40* ..	*176*	*178*	*97*
	1940-41 ..	174	176	97
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1939-40* ..	*9·00*	*12·0*	*5·36*
	1940-41 ..	8·99	11·9	5·24
18·02. Train unit hours per day per train unit on line.	*1939-40* ..	*8·55*	*8·93*	*3·82*
	1940-41 ..	8·54	8·84	3·93
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1939-40* ..	*176*	*178*	*97*
	1940-41 ..	174	176	97
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1939-40* ..	*148*	*174*	*97*
	1940-41 ..	146	169	97
20. Motor coach failures—				
20·01. Number	*1939-40* ..	*Nil*	*323*	*19*
	1940-41 ..	Nil	223	*12*
20·02. Motor coach miles per motor coach failure (in units).	*1939-40* ..	*Nil*	*10,265*	*45.044*
	1940-41 ..	Nil	14,651	71,159
21. Power supply failure—				
21·01. Failures originating at source of supply	*1939-40* ..	*Nil*	*Nil*	*1*
	1940-41 ..	Nil	Nil	1
21·02. Failures originating at sub-station ..	*1939-40* ..	*Nil*	*3*	*3*
	1940-41 ..	Nil	*1*	5
21·03. Failures on account of overhead track equipment.	*1939-40* ..	*Nil*	*10*	*20*
	1940-41 ..	Nil	15	23
22. Number of passengers carried—				
22·01. First Class	*1939-40* ..	*17,831*	*10,030*	*Nil*
	1940-41 ..	21,698	7,106	Nil
22·02. Second Class	*1939-40* ..	*1,253,397*	*508,085*	*114,285*
	1940-41 ..	1,330,052	523,614	122,101
22·03. Third Class	*1939-40* ..	*47,025,856*	*33,410,534*	*8,382,227*
	1940-41 ..	49,735,475	35,894,269	8,527,151
22·04. Total	*1939-40* ..	*48,297,084*	*33,928,649*	*8,496, 12*
	1940-41 ..	51,087,225	36,424,989	2,649,252

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1939-40 and 1940-41*—concld.

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are also included in those shown in Statement 12.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1939-40* ..	*144,750*	*151,578*	*Nil*
	1940-41 ..	164,661	79,580	Nil
23·02. Second Class	*1939-40* ..	*8,951,271*	*3,850,606*	*736,136*
	1940-41 ..	9,482,807	3,825,639	872,473
23·03. Third Class	*1939-40* ..	*339,213,866*	*244,413,870*	*50,375,072*
	1940-41 ..	353,108,257	258,582,860	51,491,673
23·04. Total	*1939-40* ..	*348,309,887*	*248,416,054*	*51,111,208*
	1940-41 ..	362,755,725	262,488,079	52,364,146
24. Earnings from passengers carried—				
24·01. First Class	*1939-40* ..	*5,551*	*5,489*	*Nil*
	1940-41 ..	7,143	3,758	Nil
24·02. Second Class	*1939-40* ..	*2,00,997*	*83,729*	*9,789*
	1940-41 ..	2,17,085	86,579	11,165
24·03. Third Class	*1939-40* ..	*39,92,602*	*28,86,910*	*6,44,652*
	1940-41 ..	41,41,322	30,48,623	6,53,748
24·04. Total	*1939-40* ..	*41,99,150*	*29,76,128*	*6,54,441*
	1940-41 ..	43,65,550	31,38,960	6,64,913
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile Pies	*1939-40* ..	*2·32*	*2·30*	(c) *2·46*
	1940-41 ..	2·31	2·30	2·44
25·02. Cost per passenger mile .. Pies	*1939-40* ..	*1·51*	*2·80*	*1·64*
	1940-41 ..	*1·48	1·83	1·52
25·03. Earnings per train mile .. Rs.	*1939-40* ..	*1·66*	(d) *1·45*	(c) *0·85*
	1940-41 ..	1·77	1·55	0·85
25·04. Cost per train mile .. Rs.	*1939-40* ..	*1·10*	(d) *1·76*	*0·57*
	1940-41 ..	*1·14	1·23	0·53
26. Gross ton miles (including Departmental) ..	*1939-40* ..	*491,897,274*	*593,433,095*	*65,153,472*
	1940-41 ..	487,352,399	585,905,467	65,101,422
27. Power used—				
27·01. Total power for traction and train lighting kilowatt hours.	*1939-40* ..	*29,657,451*	*40,755,572*	*5,801,478*
	1940-41 ..	29,526,072	40,236,374	3,984,207
27·02. Kilowatt hours per train unit mile ..	*1939-40* ..	*11·5*	*12·5*	(b) (c) *6·40*
	1940-41 ..	11·6	12·6	5·10
27·03. Kilowatt hours per 1,000 gross ton miles	*1939-40* ..	*60·3*	*70·0*	(b) (c) *66·9*
	1940-41 ..	60·6	70·0	61·2
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1939-40* ..	*41,852*	*131,707*	*18,657*
	1940-41 ..	39,063	139,779	15,330
28·02. Pints per 1,000 vehicle miles ..	*1939-40* ..	*4·02*	*10·2*	*7·27*
	1940-41 ..	4·36	11·0	5·98

(b) 135,077 Kilowatt hours used for shunting purposes are excluded in working out this figure.
(c) These results include passenger miles, train miles and gross ton miles performed by electric locomotives.
(d) The figure of train miles, for this purpose, has been calculated by taking the number of trains as run without converting them into single unit trains (as done on the Bombay, Baroda and Central India and South Indian Railways).
*These results are based on the expenditure of Abstract H only.

33.—*Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1939-40 and 1940-41.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Rail Car Performance.

(i) Steam Propelled.

Railway.	Years.	Average authorised Stock (in terms of units).		Average number on the line (in terms of units).		Mileage Performed (in thousands).				Car Miles per car day.	Car failures.		Lbs. of coal / Gallons of fuel consumed per 1,000 seat miles.
		Rail cars.	Trailer coaches.	Rail cars.	Trailer coaches.	Car miles.	Trailer coach miles.	Total (cols. 7+8)	Total seat miles (car and trailer).		Number.	Car miles per car failure.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal Nagpur	*1939-40*	*2*	*Nil*	*2*	*Nil*	*18*	*Nil*	*18*	*18,70*	*24·6*	*1*	*17,977*	*184·5*
	1940-41	2	Nil	2	Nil	5	Nil	5	4,76	6·27	Nil	..	188·2
East Indian	*1939-40*	*3*	*Nil*	*3*	*Nil*	*24*	*Nil*	*24*	*24,36*	*22·2*	*1*	*24,360*	*153·6*
	1940-41	3	Nil	3	Nil	1	Nil	1	90	0·82	Nil	..	190·9
North Western	*1939-40*	*6*	*2*	*6*	*2*	*73*	*40*	*1,13*	*35,92*	*33·2*	*Nil*	..	*296·2*
	1940-41	6	2	6	2	138	53	1,91	66,80	62·8	4	34,396	262·6
Total	*1939-40*	*11*	*2*	*11*	*2*	*1,15*	*40*	*1,55*	*78,98*	*28·6*	*2*	*57,500*	*225·8*
	1940-41	11	2	11	2	1,44	53	1,97	72,46	36·9	4	36,000	256·8
3′ 3⅜″ GAUGE.													
Bombay, Baroda and Central India.	*1939-40*	**2*	*Nil*	**3*	*Nil*	*39*	*Nil*	*39*	*44,41*	*34·0*	*4*	*9,701*	*184·4*
	1940-41	*3	Nil	*3	Nil	30	Nil	30	33,44	27·6	Nil	..	193 6
Eastern Bengal	*1939-40*	*1*	*Nil*	*2*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	*Nil*	..	..
	1940-41	1	Nil	1	Nil	Nil	Nil	Nil	Nil	..	Nil	..	Nil
Nizam's State	*1939-40*	*2*	*Nil*	*2*	*Nil*	*16*	*Nil*	*16*	*18,10*	*23·0*	*Nil*	..	*125·9*
	1940-41	2	Nil	2	Nil	17	Nil	17	18,64	23·0	Nil	..	126·7
Total	*1939-40*	*6*	*Nil*	*7*	*Nil*	*55*	*Nil*	*55*	*62,57*	*21·5*	*4*	*13,750*	*167·3*
	1940-41	6	Nil	6	Nil	47	Nil	47	52,08	21·5	Nil	..	169·7
2′ 6″ and 2′ 0″ GAUGES.													
Bengal Nagpur	*1939-40*	*3*	*Nil*	*3*	*Nil*	*40*	*Nil*	*40*	*15,21*	*36·5*	*1*	*40,033*	*342·0*
	1940-41	3	Nil	3	Nil	21	Nil	21	7,99	19·2	Nil	..	577·8
North Western	*1939-40*	*3*	*Nil*	*3*	*Nil*	*25*	*Nil*	*25*	*10,67*	*23·1*	*Nil*	..	*299·3*
	1940-41	3	Nil	3	Nil	36	Nil	36	14,97	32·6	2	17,825	303 7
Total	*1939-40*	*6*	*Nil*	*6*	*Nil*	*65*	*Nil*	*65*	*25,38*	*29·7*	*1*	*65,000*	*500·8*
	1940-41	6	Nil	6	Nil	57	Nil	57	22,96	26·0	2	28,500	399·0

(ii) Internal Combustion Engine Propelled.

5′ 6″ GAUGE.													
Madras and Southern Mahratta.	*1939-40*	*6*	*Nil*	*6*	*Nil*	*3,10*	*Nil*	*3,10*	*3,40,86*	*121·3*	*4*	*77,468*	*1·38*
	1940-41	6	Nil	6	Nil	2,90	Nil	2,90	3,19,15	132·0	5	58,027	1·33
Nizam's State	*1939-40*	*4*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	..
	1940-41	4	Nil	4	Nil	1,81	Nil	1,81	1,52,41	124·0	2	90,722	1·50
North Western	*1939-40*	*(c)1*	*Nil*	*1*	*Nil*	*(a)*	*Nil*	*(a)*	*(a)*	*0·17*	*Nil*	..	*33·9*
	1940-41	*(b)*7	Nil	7	Nil	1,27	Nil	1,27	1,27,80	53·5	Nil	..	1·51
Total	*1939-40*	*11*	*Nil*	*7*	*Nil*	*3,10*	*Nil*	*3,10*	*3,40,86*	*121·3*	*4*	*77,500*	*1·38*
	1940-41	17	Nil	17	Nil	5,98	Nil	5,98	5,99,36	96·4	7	85,429	1·41
3′ 3⅜″ GAUGE.													
Jodhpur	*1939-40*	*1*	*Nil*	*1*	*Nil*	*5*	*Nil*	*5*	*56*	*12·7*	*Nil*	..	*6·59*
	1940-41	1	Nil	1	Nil	4	Nil	4	54	12·2	Nil	..	7·93
South Indian	*1939-40*	*3*	*Nil*	*3*	*Nil*	*71*	*Nil*	*71*	*52,18*	*65·0*	*6*	*11,833*	*0·76*
	1940-41	3	Nil	3	Nil	57	Nil	57	41,02	52·0	1	57,008	0·74
Total	*1939-40*	*4*	*Nil*	*4*	*Nil*	*76*	*Nil*	*76*	*52,74*	*52·1*	*6*	*12,666*	*0·83*
	1940-41	4	Nil	4	Nil	61	Nil	61	41,56	41·8	1	61,000	0·83
2′ 6″ GAUGE.													
Great Indian Peninsula.	*1939-40*	*1*	*Nil*	*1*	*Nil*	*13*	*2*	*15*	*8,61*	*36·8*	*Nil*	..	*§2·23*
	1940-41	1	1	1	1	21	17	38	20,11	56·0	2	10,223	§1·64
North Western	*1939-40*	*7*	*Nil*	*7*	*Nil*	*58*	*Nil*	*58*	*7,85*	*22·6*	*Nil*	..	*(d)14·2*
	1940-41	7	Nil	7	Nil	59	Nil	59	7,77	22·9	Nil	..	(e)13·8
Total	*1939-40*	*8*	*Nil*	*8*	*Nil*	*71*	*2*	*73*	*16,46*	*24·3*	*Nil*	..	*6·11*
	1940-41	8	1	8	1	80	17	97	27,88	27·4	2	40,000	3·97

* These are articulated sentinal coaches.
§ Oil fuel is used on this service.
(*a*) Less than one thousand.
(*b*) Includes one Inspection Car.
(*c*) Used as Inspection Car.
(*d*) 209,821 seat miles run and 1,876 gallons of fuel oil consumed by Electric Car No. 14 have been excluded in working out this result.
(*e*) 212,513 seat miles run and 2,093 gallons of diesel oil consumed, by electric car No 14 have been excluded in working out the result.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1941.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars (Steam propelled.)	Rail Cars (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons (excluding wagons used exclusively on Railway service)			† Railway service vehicles.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, *Travelling cranes and Dummy Trucks*).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3½" Gauge.																
Bhavnagar State	39	..	5	..	129	210	487	..	6,212	64	193	1,201	3	1,204	15	13
Bikaner State	57	..	1	..	131	207	261	379	6,017	34	165	1,181	8	1,189	16	78
Dibru-Sadiya	32	..	2	..	44	124	..	270	2,363	21	65	1,139	115	1,254	6	4
Gaekwar's Baroda State	24	..	4	..	162	99	129	..	5,126	3	165	325	6	331	4	16
Gondal (including Porbandar State).	28	..	..	..	110	164	417	..	3,698	30	140	657	..	657	4	44
Jamnagar Dwarka	16	..	7	..	53	95	192	..	1,677	19	72	594	72	666	3	11
Jaipur State	16	..	4	..	84	71	96	25	2,387	4	88	325	9	334	2	3
Junagad State	18	..	2	..	140	133	390	..	3,761	20	160	363	8	371	8	12
Morvi	22	..	3	..	100	183	354	..	2,942	30	130	428	..	428	..	2
Total	252	..	28	..	953	1,286	2,326	674	34,183	225	1,178	6,213	221	6,434	58	183
2' 6" Gauge.																
Barsi Light	28	1	..	..	108	..	232	..	4,985	11	119	269	12	281	2	11
Gaekwar's Baroda State	37	..	6	..	258	79	172	..	5,117	3	261	1,071	11	1,082	10	11
Shahdara (Delhi) Saharanpur Light.	10	..	1	..	49	12	36	102	1,277	1	50	277	1	278	4	1
Total	75	1	7	..	415	91	440	102	11,379	15	430	1,617	24	1,641	16	23
2' 0" Gauge.																
Darjeeling-Himalayan	34	..	2	..	103	244	230	..	2,104	24	127	516	..	516	..	..
Total	34	..	2	..	103	244	230	..	2,104	24	127	516	..	516	..	..
Class III Railways.																
3' 3½" Gauge.																
Mewar State	17	..	2	..	60	45	92	74	2,818	18	78	124	..	124	3	..
Total	17	..	2	..	60	45	92	74	2,818	18	78	124	..	124	3	..
2' 6" Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	446	*4	23	22	..	22	..	..
Arrah-Sasaram Light	7	..	..	..	21	30	..	63	582	2	23	125	..	125	2	..
Bankura-Damodar River.	7	..	..	..	27	24	24	112	616	*6	33	72	..	72	..	(*b*) 1
Baraset-Basirhat Light	15	..	..	..	35	58	..	174	1,105	1	36	74	..	74	2	(*b*) 2
Carried over	34	..	..	..	102	130	42	413	2,749	13	115	293	..	293	4	3

* Brake vans.
† In units.
(*b*) Inspection motor trollies.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1941*—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as one unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	† COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							† GOODS WAGONS† (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			† RAILWAY SERVICE VEHICLES.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	34	..	..	..	102	130	42	413	2,749	13	115	293	..	293	4	3
CLASS III RAILWAYS —*concld.*																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	25	24	24	82	502	2	27	46	..	46	1	§2
Bukhtiarpur-Bihar Light.	9	..	1	..	21	22	24	103	617	..	21	73	..	73	1	..
Burdwan-Katwa .	7	..	..	..	22	18	18	92	503	*4	26	36	..	36	..	§1
Cutch State . ..	6	..	..	..	18	..	72	..	440	..	18	72	1	73	..	§2
Dehri-Rohtas Light .	5	3	1	..	9	20	..	12	170	3	12	154	..	154	2	..
Dholpur-State . ..	6	..	..	..	9	..	20	..	401	..	9	114	3	117	..	2
Futwah-Islampur .	3	..	..	..	9	12	..	58	308	..	9	23	..	23	..	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,038	*8	46	45	..	45	..	..
Tezpur-Balipara Light	4	..	..	..	19	12	..	40	670	4	23	90	..	90	..	1
Total .	92	3	2	..	272	268	234	912	7,398	34	306	946	4	950	8	11
2' 0" Gauge.																
Gwalior Light . .	24	..	..	..	71	46	124	..	1,902	6	77	332	7	339	9	9
Howrah-Amta Light .	21	..	..	..	91	66	..	325	2,185	2	93	98	..	98	2	..
Howrah-Sheakhala Light.	4	..	3	..	26	22	..	77	743	..	26	11	..	11	..	..
Jagadhri Light . .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat . . .	5	..	1	..	..	..	..	..	..	1	1	72	1	73	..	..
Matheran Light .	3	..	2	..	23	81	72	..	146	(*b*)2	25	16	*2	18	2	(*a*) 4
Total .	60	..	6	..	215	221	196	416	5,060	12	227	536	10	546	13	13

* Brake vans.
(*a*) Includes one motor trolly.
† In units.
§ Inspection motor trollies.
(*b*) Saloons.

35.—Statement of Net Additions to or Reductions in Rolling Stock on Class II and III Railways during the year 1940-41.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of the size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	†Coaching vehicles (excluding vehicles used exclusively on railway service). Passenger carriages. No.	Seats by Classes. 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	†Goods wagons (excluding wagons used exclusively on railway service). Covered and open wagons.	Special wagons.	Total.	†Railway service vehicles. Coaching (including officers' carriages).	Goods including inspection trollies, Travelling Cranes and Dumpy Trucks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
5' 3½" Gauge.																
Bhavnagar State	..	..	1	..	..	..	..	..	—22	1	1	..	..	..	..	..
Bikaner State	..	..	..	..	4	6	6	2	203	1	5	—2	1	—1	..	2
Dibru Sadiya	..	..	..	..	—1	—13	—12	54	—91	—1	—2	—20	4	—16	—2	..
Gaekwar's Baroda State	..	..	1	..	..	..	..	..	...	..	..	..	—1	—1	..	..
Gondal (including Porbandar State).	..	..	..	..	—1	..	..	..	26	..	—1	..	..	..	..	2
Jamnagar Dwarka	..	..	1	..	..	3	—3	..	—6	1	1	—2	..	—2	..	..
Jaipur State	..	..	2	..	4	4	12	..	116	..	4	87	4	91	..	..
Junagad State	..	..	..	..	1	—5	—6	..	64	—1	..	8	..	8	..	..
Morvi	..	..	..	..	4	10	26	..	62	1	5	50	..	50	..	..
Total	..	..	5	..	11	5	23	56	352	2	13	121	8	129	—2	4
2' 6" Gauge.																
Barsi Light	—2	..	..	..	..	..	..	..	—8	..	..	3	..	3	..	—3
Gaekwar's Baroda State	..	..	..	..	..	—6	13	..	—31	..	..	—8	..	—8	..	8
Shahdara (Delhi) Saharanpur Light.	..	..	1	..	..	..	..	..	20	..	..	..	..	..	..	..
Total	—2	..	1	..	..	—6	13	..	—19	..	..	—5	..	—5	..	5
3' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—2	..	—14	..	—65	..	—2	19	..	19	..	..
Total	..	..	..	..	—2	..	—14	..	—65	..	—2	19	..	19	..	..
CLASS III RAILWAYS.																
5' 3½" Gauge.																
Mewar State	..	..	..	..	—4	..	..	..	—117	..	—4	9	..	9	..	..
Total	..	..	..	..	—4	..	..	..	—117	..	—4	9	..	9	..	..
2' 6" Gauge.																
Ahmadpur-Katwa	..	..	..	..	..	..	..	..	—2	..	..	..	..	..	..	..
Arrah-Sasaram Light	1	..	..	..	—1	—2	..	—1	—40	..	—1	8	..	8	2	—1
Baraset-Basirhat Light	4	—5	..	—1	—3	..	..	—27	17	..	—3	..	..	..	2	—1
Bengal Provincial	..	..	..	..	1	4	4	..	..	..	1	—9	..	—9	..	..
Bukhtiarpur Bihar Light	4	..	1	..	..	—8	..	—15	52	..	..	..	..	..	1	—1
Burdwan-Katwa	..	..	..	..	..	..	..	—4	..	..	..	..	..	..	..	..
Cutch State	..	..	—1	..	..	..	..	..	..	..	..	10	..	10	..	..
Dehri-Rohtas Light	..	..	..	..	..	..	..	..	..	..	..	—1	..	—1	..	—5
Terpur-Balipara Light	..	..	..	..	..	..	..	..	..	..	..	—1	..	—1	..	..
Total	9	—5	..	—1	—3	—6	4	—47	27	..	—3	7	..	7	5	—6
3' 0" Gauge.																
Gwalior Light	..	..	..	..	..	..	..	..	..	..	..	—3	..	—3	..	2
Howrah-Amta Light	1	—1	..	..	—2	—8	..	8	—3	..	—3	8	..	8	2	—1
Howrah Sheakhala Light	1	..	3	—1	—2	—6	..	—33	83	..	—2	..	..	..	..	..
Jorhat	—1	..	..	..	—11	..	—22	..	—186	1	—10	2	..	2	..	—1
Matheran Light	..	..	..	..	—1	—5	3	..	—4	1	..	—1	..	—1	..	1
Total	1	—1	3	—1	—17	—19	—19	—25	—110	2	—15	6	..	6	2	1

†In units.

36.—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE YEARS 1939-40 AND 1940-41.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1939-40*	..	*2,3*	..	*765,5*	*767,8*	*233,3*	..	*3,1*	..	*998,0*	*1,001,1*
		1940-41	..	2,4	..	903,2	905,6	341,2	..	3,1	..	1,243,7	1,246,8
Bengal Dooars	3′ 3¼″	*1939-40*	*5*	*2,1*	*23,0*	*1,074,5*	*1,100,1*	*31,8*	*7*	*2,5*	*24,1*	*1,104,6*	*1,131,9*
		1940-41	5	2,3	22,8	1,077,0	1,102,6	26,6	7	2,7	23,8	1,102,0	1,129,2
Bhavnagar State	3′ 3¼″	*1939-40*	*6*	*13,7*	..	*2,375,0*	*2,389,3*	*290,6*	*9*	*13,3*	..	*2,660,2*	*2,679,9*
		1940-41	7	14,6	..	2,526,8	2,542,1	308,2	1,2	20,1	..	2,829,0	2,850,3
Bikaner State	3′ 3¼″	*1939-40*	*1,1*	*5,6*	*10,5*	*1,734,4*	*1,751,6*	*154,7*	*1,4*	*7,4*	*12,2*	*1,885,3*	*1,906,3*
		1940-41	9	5,5	13,4	2,017,0	2,036,8	187,2	1,3	7,7	15,7	2,199,3	2,224,0
Darjeeling Himalayan	2′ 0″	*1939-40*	*9*	*7,5*	..	*588,5*	*596,9*	*11,6*	*1,2*	*10,2*	..	*597,1*	*608,5*
		1940-41	1,2	6,2	..	549,0	556,4	15,2	1,6	9,8	..	560,2	571,6
Dibru Sadiya	3′ 3¼″	*1939-40*	*2,9*	*Nil*	*23,1*	*1,368,7*	*1,394,7*	*43,4*	*3,5*	*Nil*	*25,1*	*1,409,5*	*1,438,1*
		1940-41	2,3	Nil	25,0	1,359,1	1,386,4	38,1	2,9	Nil	27,1	1,394,5	1,424,5
Gaekwar's Baroda State	3′ 3¼″	*1939-40*	*4*	*8,9*	..	*3,611,4*	*3,620,7*	*701,7*	*8*	*13,3*	..	*4,308,3*	*4,322,4*
		1940-41	4	9,8	..	4,036,6	4,046,8	712,8	9	14,5	..	4,744,2	4,769,6
	2′ 6″	*1939-40*	*4*	*20,5*	..	*2,627,0*	*2,647,9*	*182,4*	*5*	*21,2*	..	*2,808,6*	*2,839,3*
		1940-41	5	25,1	..	3,134,1	3,159,7	190,6	5	26,0	..	3,323,8	3,350,3
Gondal	3′ 3¼″	*1939-40*	*3*	*9,9*	..	*1,431,8*	*1,442,0*	*674,6*	*1,0*	*22,4*	..	*2,093,2*	*2,116,6*
		1940-41	3	11,4	..	1,483,9	1,495,6	680,5	1,0	25,2	..	2,149,9	2,176,1
Jaipur State	3′ 3¼″	*1939-40*	*4*	*3,2*	*7*	*851,6*	*855,9*	*177,6*	*7*	*5,2*	*1,1*	*1,026,5*	*1,033,5*
		1940-41	5	5,1	5	1,180,7	1,186,8	176,7	7	6,9	9	1,355,0	1,363,5
Jamnagar Dwarka	3′ 3¼″	*1939-40*	*9*	*6,3*	..	*687,9*	*695,1*	*60,9*	*1,1*	*8,2*	..	*746,7*	*756,0*
		1940-41	1,2	7,9	..	763,2	772,3	63,2	1,5	10,2	..	823,8	835,5
Junagad State	3′ 3¼″	*1939-40*	*3*	*13,4*	..	*2,147,3*	*2,161,0*	*235,2*	*5*	*17,4*	..	*2,378,3*	*2,396,2*
		1940-41	4	14,3	..	2,062,9	2,077,6	247,7	5	18,8	..	2,306,0	2,325,3
Morvi	3′ 3¼″	*1939-40*	*8*	*10,6*	..	*739,8*	*751,2*	*318,8*	*1,7*	*21,0*	..	*1,047,3*	*1,070,0*
		1940-41	8	11,9	..	801,4	814,1	357,2	1,9	24,1	..	1,145,3	1,171,3
Shahdra (Delhi)-Saharanpur Light	2′ 6″	*1939-40*	*1*	*2,2*	*10,5*	*975,9*	*988,7*	*15,8*	*1*	*2,3*	*10,6*	*991,5*	*1,004,5*
		1940-41	1	2,7	12,7	1,329,1	1,344,6	17,2	1	2,8	12,8	1,346,1	1,361,8
Total Class II Railways	..	*1939-40*	*9,6*	*106,2*	*67,8*	*20,979,3*	*21,162,9*	*3,132,4*	*14,1*	*153,0*	*73,1*	*24,055,1*	*24,295,3*
		1940-41	9,8	119,2	74,4	23,224,0	23,427,4	3,362,4	14,8	171,9	80,3	26,522,8	26,789,8
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1939-40*	..	*3*	*2,6*	*230,3*	*233,2*	*6,0*	..	*3*	*2,8*	*236,1*	*239,2*
		1940-41	..	3	2,8	225,8	228,9	4,7	..	4	3,0	230,2	233,6
Arrah-Saseram Light	2′ 6″	*1939-40*	*5*	..	*5,2*	*527,1*	*532,8*	*4,4*	*5*	..	*5,4*	*531,3*	*537,2*
		1940-41	6	..	5,5	625,3	631,4	4,0	6	..	5,6	629,2	635,4
Bankura-Damoodar River	2′ 6″	*1939-40*	..	*2*	*1,6*	*136,8*	*138,6*	*1,0*	..	*2*	*1,6*	*137,8*	*139,6*
		1940-41	..	2	1,7	143,6	145,5	7	..	2	1,7	144,3	146,2
Barasat Basirhat Light	2′ 6″	*1939-40*	*2,8*	..	*40,4*	*1,063,7*	*1,106,9*	*1*	*2,8*	..	*40,4*	*1,063,8*	*1,107,0*
		1940-41	3,5	..	34,7	1,185,7	1,223,9	4	3,5	..	34,7	1,186,1	1,224,3
Bengal Provincial	2′ 6″	*1939-40*	*1*	*5*	*6,0*	*310,3*	*316,9*	*58,3*	*1*	*8*	*7,8*	*366,5*	*375,2*
		1940-41	1	7	6,6	300,1	307,5	65,0	1	10	8,2	363,2	372,5

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same Railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1939-40 and 1940-41.

Passengers -miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*153*	..	*36,973*	*37,126*	..	*49·9*	..	*37·1*	*37·1*	..	*8*	..	*6,80*	*6,88*	Barsi Light.
..	186	..	51,951	52,137	..	58·9	..	41·8	41·8	..	10	..	9,32	9,42	
25	*63*	*467*	*19,260*	*19,815*	*34·0*	*25·1*	*19·4*	*17·4*	*17·5*	*6*	*4*	*11*	*3,27*	*3,48*	Bengal Docars.
25	69	470	19,340	19,904	35·5	25·5	19·8	17·5	17·6	5	5	10	3,21	3,41	
54	*1,160*	..	*75,115*	*76,329*	*60·0*	*61·7*	..	*28·2*	*28·5*	*5*	*51*	..	*13,30*	*13,86*	Bhavnagar State.
80	1,172	..	85,029	86,281	66·9	58·4	..	30·1	30·3	7	52	..	15,19	15,78	
101	*427*	*743*	*82,479*	*83,750*	*70·6*	*57·5*	*60·6*	*43·8*	*43·9*	*16*	*34*	*24*	*17,21*	*17,95*	Bikaner State.
113	478	955	93,092	94,638	85·3	62·0	60·7	42·3	42·6	18	41	30	19,92	20,81	
48	*366*	..	*8,229*	*8,643*	*39·2*	*36·0*	..	*13·8*	*14·2*	*7*	*35*	..	*2,29*	*2,71*	Darjeeling Himalayan.
60	323	..	8,245	8,628	36·7	33·1	..	14·7	15·1	8	33	..	2,37	2,78	
75	*Nil*	*553*	*20,518*	*21,146*	*21·2*	*Nil*	*22·0*	*14·6*	*14·7*	*7*	*Nil*	*16*	*3,20*	*3,43*	Dibru Sadiya.
70	Nil	590	20,123	20,783	23·1	Nil	21·8	14·4	14·6	7	Nil	17	3,14	3,38	
25	*326*	..	*67,736*	*68,087*	*32·3*	*24·5*	..	*15·7*	*15·8*	*3*	*20*	..	*13,22*	*13,45*	Gaekwar's Baroda State.
28	352	..	73,441	73,821	30·1	24·2	..	15·5	15·5	3	22	..	14,48	14,73	
13	*436*	..	*37,731*	*38,180*	*30·4*	*20·6*	..	*13·4*	*13·5*	*2*	*20*	..	*9,60*	*9,82*	
16	504	..	44,162	44,682	29·5	19·4	..	13·3	13·3	2	26	..	11,31	11,59	
43	*857*	..	*48,932*	*49,832*	*43·9*	*38·1*	..	*23·4*	*23·5*	*4*	*41*	..	*9,49*	*9,94*	Gondal.
42	940	..	49,819	50,801	40·6	37·3	..	23·2	23·3	5	46	..	9,72	10,23	
40	*284*	*32*	*34,765*	*35,171*	*68·9*	*54·8*	*74·8*	*33·9*	*34·0*	*5*	*18*	*2*	*6,80*	*6,85*	Jaipur State.
41	340	68	40,901	41,350	58·6	49·1	73·4	30·2	30·3	5	21	2	8,19	8,47	
76	*474*	..	*22,975*	*23,525*	*67·1*	*57·5*	..	*30·8*	*31·1*	*8*	*26*	..	*5,52*	*5,86*	Jamnagar Dwarka.
96	593	..	25,070	25,759	64·6	57·8	..	30·4	30·8	10	33	..	6,15	6,58	
17	*526*	..	*45,376*	*45,919*	*36·9*	*30·2*	..	*19·1*	*19·2*	*1*	*23*	..	*8,24*	*8,48*	Junagad State.
21	568	..	44,582	45,171	38·7	30·1	..	19·3	19·4	2	26	..	8,21	8,49	
114	*1,296*	..	*42,537*	*43,947*	*66·5*	*61·6*	..	*40·6*	*41·1*	*11*	*63*	..	*7,76*	*8,50*	Morvi.
134	1,515	..	47,587	49,236	69·5	63·0	..	41·6	42·0	12	72	..	9,24	10,08	
3	*71*	*243*	*22,182*	*22,499*	*25·9*	*31·1*	*23·0*	*22·4*	*22·4*	..	*3*	*8*	*4,62*	*4,73*	Shahdara (Delhi)-Saharanpur Light.
3	85	297	28,880	29,265	26·5	30·1	23·2	21·5	21·5	..	4	10	6,02	6,16	
634	*6,439*	*2,088*	*564,808*	*573,969*	*45·0*	*42·1*	*28·6*	*23·5*	*23·6*	*75*	*3,46*	*1*	*1,11,12*	*1,15,94*	Total Class II Rys.
729	7,126	2,380	632,222	642,456	49·3	41·4	29·6	23·8	24·0	84	3,01	69	1,26,47	1,31,91	
															Class III Rys.
..	*4*	*39*	*2,623*	*2,666*	..	*13·3*	*13·9*	*11·1*	*11·1*	..	..	*2*	*82*	*84*	Ahmadpur, Katwa.
..	5	46	2,541	2,592	..	12·5	15·3	11·0	11·1	..	..	2	80	82	
17	..	*211*	*14,338*	*14,566*	*32·7*	..	*39·3*	*27·0*	*27·1*	*1*	..	*7*	*2,61*	*2,69*	Arrah-Sasaram Light.
21	..	228	16,469	16,718	38·0	..	40·3	26·2	26·3	2	..	7	3,00	3,09	
1	*5*	*32*	*2,144*	*2,182*	..	*25·0*	*20·0*	*15·6*	*15·6*	..	*1*	*1*	*67*	*69*	Bankura-Damoodar River.
1	6	36	2,233	2,276	..	30·0	21·2	15·5	15·6	..	1	1	70	72	
69	..	*438*	*14,713*	*15,220*	*24·4*	..	*10·9*	*13·8*	*13·7*	*3*	..	*12*	*2,67*	*2,82*	Barasat-Basirhat Light.
87	..	408	15,927	16,422	24·7	..	11·8	13·4	13·4	3	..	11	2,89	3,03	
1	*5*	*43*	*3,055*	*3,109*	*6·40*	*6·13*	*6·16*	*8·33*	*8·28*	..	..	*1*	*61*	*62*	Bengal Provincial.
1	7	48	3,198	3,254	6·39	6·87	5·84	8·80	8·73	..	1	1	63	65	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1939-40 and 1940-41*—contd.

Railways.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Barsi Light	2′ 6″	*1939-40*	..	*10·0*	..	*3·53*	*3·56*	*104*	*61*	*165*	*9,869*	*59·6*	*8,86*	*17·2*
		1940-41	..	10·0	..	3·45	3·47	138	50	188	12,035	64·0	10,61	16·9
Bengal Doors	3′ 3½″	*1939-40*	*25·4*	*11·2*	*4·33*	*3·00*	*3·08*	*101*	*94*	*195*	*15,638*	*80·0*	*14,38*	*17·7*
		1940-41	20·0	12·3	4·21	2·94	3·02	107	106	213	17,296	81·1	15,64	17·4
Bhavnagar State	3′ 3½″	*1939-40*	*17·8*	*8·44*	..	*3·40*	*3·49*	*270*	*149*	*419*	*21,948*	*52·4*	*12,26*	*10·7*
		1940-41	17·4	8·46	..	3·42	3·51	248	244	492	28,947	58·9	13,99	9·28
Bikaner State	3′ 3½″	*1939-40*	*30·0*	*15·5*	*6·22*	*4·00*	*4·12*	*327*	*248*	*575*	*73,954*	*128·5*	*35,28*	*9·15*
		1940-41	30·0	15·0	6·00	4·00	4·22	275	216	491	60,863	124·0	30,39	9·59
Darjeeling-Himalayan	2′ 0″	*1939-40*	*28·6*	*18·2*	..	*5·34*	*6·02*	*146*	*34*	*180*	*5,029*	*27·9*	*12,34*	*47·1*
		1940-41	27·9	19·6	..	5·51	6·19	126	30	156	4,760	30·5	11,93	48·1
Dibru Sadiya	3′ 3½″	*1939-40*	*18·0*	*Nil*	*5·50*	*3·00*	*3·12*	*454*	*58*	*512*	*17,926*	*35·0*	*17,99*	*19·3*
		1940-41	17·5	Nil	5·50	3·00	3·12	452	61	513	15,392	30·0	18,59	23·2
Gaekwar's Baroda State	3′ 3½″	*1939-40*	*23·2*	*11·7*	..	*3·75*	*3·79*	*83*	*311*	*394*	*13,159*	*33·4*	*8.25*	*12·0*
		1940-41	23·5	11·8	..	3·79	3·83	79	383	462	15,922	34·5	9 87	11·9
	2′ 6″	*1939-40*	*23·9*	*9·01*	..	*4·88*	*4·94*	*272*	*124*	*396*	*11,941*	*30·2*	*11,81*	*19·0*
		1940-41	25·0	9·73	..	4·92	4·98	282	131	413	12,640	30.6	12,67	19·2
Gondal	3′ 3½″	*1939-40*	*17·8*	*9·25*	..	*3·72*	*3·83*	*233*	*313*	*546*	*20,569*	*37·6*	*12,11*	*11·3*
		1940-41	18·5	9·36	..	3·75	3·86	230	324	554	22,039	39·8	12,11	10·6
Jaipur State	3′ 3½″	*1939-40*	*23·3*	*11·9*	*5.00*	*3·65*	*3·74*	*34*	*234*	*268*	*18,233*	*68·1*	*9,19*	*9·67*
		1940-41	24·0	12·0	5·00	3·85	3·94	19	198	217	15,916	73·3	7,30	8·81
Jamnagar Dwarka	3′ 3½″	*1939-40*	*19·9*	*10·7*	..	*4·62*	*4·79*	*364*	*72*	*436*	*19,172*	*44·0*	*8,28*	*8·29*
		1940-41	19·9	10·7	..	4·71	4·90	355	95	450	22,936	51·0	9,55	7·99
Junagad State	3′ 3½″	*1939-40*	*17·6*	*8·40*	..	*3·49*	*3·55*	*203*	*40*	*243*	*9,807*	*40·4*	*7,37*	*14·4*
		1940-41	18·8	8·90	..	3·53	3·61	204	50	254	9,698	38·1	7,14	14·1
Morvi	3′ 3½″	*1939-40*	*18·4*	*9·26*	..	*3·50*	*3·71*	*270*	*227*	*497*	*26,252*	*52·8*	*12,68*	*9·24*
		1940-41	17·7	9·11	..	3·73	3·93	210	291	501	26,913	53·7	12,77	9·12
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1939-40*	*14·0*	*9·00*	*6·50*	*4·00*	*4·06*	*166*	*44*	*210*	*6,363*	*30·3*	*4,75*	*14·3*
		1940-41	14·0	9·00	6·50	4·00	4·04	160	55	215	7,387	34·3	5,94	15·4
Total Class II Railways	..	*1939-40*	*22·7*	*10·3*	*5·61*	*3·78*	*3·88*	*3,027*	*2,009*	*5,036*	*269,360*	*53·6*	*1,75,55*	*12·5*
		1940-41	22·1	10·5	5·67	3·84	3·94	2,885	2,234	5,119	272,744	53·3	1,78,50	12·6
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1939-40*	..	..	*9·85*	*6.00*	*6·05*	*16*	*5*	*21*	*432*	*20·6*	*29*	*12·9*
		1940-41	..	..	8·35	6·04	6·07	11	7	18	371	20·6	25	12·9
Arrah-Sasaram Light	2′ 6″	*1939-40*	*15·0*	..	*6·00*	*3·50*	*3·50*	*70*	*71*	*81*	*3,775*	*46·7*	*1,47*	*7·46*
		1940-41	15·0	..	6·00	3·56	3·56	58	13	71	3,467	49·0	1,33	7·36
Bankura-Damoodar River	2′ 6″	*1939-40*	..	*38·4*	*6·00*	*6·00*	*6·07*	*17*	*10*	*27*	*1,101*	*40·8*	*52*	*9·67*
		1940-41	..	32·0	5·33	6 02	6·07	10	15	25	1,025	41·0	52	9·74
Barasat-Basirhat Light	2′ 6″	*1939-40*	*7·86*	..	*5·66*	*3·49*	*3·55*	*33*	*8*	*41*	*1,208*	*29·5*	*1,05*	*16·8*
		1940-41	7 86	..	4·98	3·48	3·54	42	9	51	1,285	25·4	1,33	19·8
Bengal Provincial	2′ 3″	*1939-40*	*18·6*	*9·38*	*5·16*	*3·81*	*3·84*	*14*	*3*	*17*	*225*	*13·5*	*21*	*18·2*
		1940-41	18·5	9·66	5·32	3·77	3·81	13	3	16	193	12·2	22	21 0

*Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1939-40 and 1940-41—contd.

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III RAILWAYS—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1939-40*	*1*	*1,2*	*9,1*	*508,2*	*518,6*	*63,1*	*1*	*1,5*	*11,4*	*563,7*	*581,7*
		1940-41	..	1,2	8,2	433,8	443,2	37,0	..	1,5	10,1	468,6	480,2
Burdwan-Katwa	2′ 6″	*1939-40*	..	*3*	*2,2*	*227,4*	*229,9*	*9,4*	..	*3*	*2,5*	*236,5*	*239,3*
		1940-41	..	4	2,2	228,3	230,9	8,8	..	4	2,5	236,8	239,7
Cutch State	2′ 6″	*1939-40*	..	*6,3*	..	*295,0*	*301,3*	..	..	*6,3*	..	*295,0*	*301,3*
		1940-41	..	6,7	..	270,8	277,5	..	..	6,7	..	270,8	277,5
Dehri Rohtas Light	2′ 6″	*1939-40*	*2*	*Nil*	*4*	*114,5*	*115,1*	*Nil*	*2*	*Nil*	*4*	*114,5*	*115,1*
		1940-41	2	Nil	5	117,3	118,0	Nil	2	Nil	5	117,3	118,0
Dholpur State	2′ 6″	*1939-40*	..	*2*	..	*120,4*	*120,6*	*1*	..	*2*	..	*120,5*	*120,7*
		1940-41	..	2	..	171,3	171,5	1	..	2	..	171,4	171,6
Futwah-Islampur	2′ 6″	*1939-40*	*3*	..	*4,8*	*260,4*	*265,5*	*22,1*	*3*	..	*5,9*	*231,4*	*237,6*
		1940-41	3	..	4,1	250,4	254,8	20,1	3	..	5,7	268,9	274,9
Gwalior Light	2′ 6″	*1939-40*	..	*1,4*	..	*439,4*	*440,8*	*1,8*	..	*1,4*	..	*441,2*	*442,6*
		1940-41	..	1,7	..	533,7	535,4	2,5	..	1,7	..	536,2	537,9
Howrah Amta Light	2′ 0″	*1939-40*	*4,5*	..	*62,0*	*2,322,7*	*2,389,2*	..	*4,5*	..	*62,0*	*2,322,7*	*2,389,2*
		1940-41	4,4	..	72,2	2,436,6	2,513,2	..	4,4	..	72,2	2,436,6	2,513.2
Howrah-Sheakhala Light	2′ 0″	*1939-40*	*6*	..	*7,7*	*823,8*	*832,1*	..	*6*	..	*7,7*	*823,8*	*832,1*
		1940-41	7	..	8,0	858,2	866,9	..	7	..	8,0	858,2	866,9
Jagadhri Light	2′ 0″	*1939-40*	..	..	*3*	*79,0*	*79,2*	..	..	..	*2*	*79,0*	*79,2*
		1940-41	..	..	2	112,7	112,9	..	..	..	2	112,7	112,9
Jorhat	2′ 0″	*1939-40*	†	†	†	†	†	†	†	†	†	†	†
		1940-41	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1939-40*	..	*1*	*2,4*	*884,6*	*887,1*	..	..	*1*	*2,4*	*884,6*	*887,1*
		1940-41	..	1	2,7	922,4	925,2	..	..	1	2,7	922,4	925,2
Kulasekarapatnam Light §	2′ 0″	*1939-40*	..	..	..	*69,3*	*69,3*	..	..	..	..	*69,3*	*69,3*
		1940-41	§	§	§	§	§	§	§	§	§	§	§
Matheran Light	2′ 0″	*1939-40*	*6*	*2,3*	..	*8,6*	*12,0*	*17,6*	*1,5*	*8,1*	..	*20,0*	*29,6*
		1940-41	6	2,9	..	9,3	12,8	16,8	1,5	8,8	..	19,3	29,6
Mewar State	3′ 3¾″	*1939-40*	*5*	*3,1*	*3,1*	*623,3*	*630,0*	*104,8*	*9*	*5,5*	*3,7*	*724,7*	*734,8*
		1940-41	4	3,1	3,2	653 0	659 7	94,2	7	4,6	3,7	744,9	753,9
Tezpur-Balipara	2′ 6″	*1939-40*	*1*	..	*1,0*	*219,4*	*220,5*	..	*1*	..	*1,0*	*219,1*	*220,5*
		1940-41	1	..	1,1	283,6	284,8	..	1	..	1,1	283,6	284,8
TOTAL CLASS III RAILWAYS	..	*1939-40*	*10,3*	*16,4*	*148,7*	*9,264,2*	*9,439,6*	*238 7*	*11,6*	*24,7*	*155,2*	*9 536,8*	*9,728,3*
		1940-41	10,9	17,5	153,7	9,761,9	9,944,0	254,3	12,1	25,6	159,9	10,000,7	10,198,3

† Not available.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

§ Closed on 4th February 1940.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	1st. *	2nd. *	Inter. *	3rd. *	Total. *
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III Railways —concld.												
Bukhtiarpur-Bihar Light	2′ 6″	*1939-40*	*2*	*30*	*235*	*10,250*	*10,517*	*22·1*	*20·1*	*20·5*	*18·0*	*18·1*
		1940-41	1	28	202	7,395	7,626	24·7	19·5	19·9	15·8	15·9
Burdwan-Katwa	2′ 6″	*1939-40*	*1*	*8*	*48*	*2,864*	*2,921*	..	*26·6*	*19·2*	*12·1*	*12·2*
		1940-41	..	10	53	2,929	2,992	..	25·0	21·2	12·4	12·5
Cutch State	2′ 6″	*1939-40*	..	*156*	..	*5,948*	*6,104*	..	*24·9*	..	*20·2*	*20·3*
		1940-41	..	179	..	5,753	5,932	..	27·0	..	21·0	21·0
Dehri-Rohtas Light	2′ 6″	*1939-40*	*2*	*Nil*	*11*	*5,863*	*5,876*	*9·00*	*Nil*	*27·0*	*51·0*	*51·0*
		1940-41	2	Nil	10	6,007	6,019	9·00	Nil	22·0	51·0	51·0
Dholpur State	2′ 6″	*1939-40*	..	*6*	..	*2,219*	*2,225*	..	*26·7*	..	*18·4*	*18·4*
		1940-41	..	7	..	3,602	3,609	..	30·9	..	21·0	21·0
Futwah-Islampur	2′ 6″	*1939-40*	*5*	..	*81*	*3,746*	*3,832*	*15·7*	..	*13·9*	*13·3*	*13·3*
		1940-41	4	..	78	3,644	3,726	14·3	..	13·5	13·6	13·6
Gwalior Light	2′ 6″	*1939-40*	..	*51*	..	*11,571*	*11,622*	*35·0*	*37·0*	..	*26·0*	*26·0*
		1940-41	..	66	..	14,157	14,223	17·0	39·0	..	26·0	26·0
Howrah-Amta Light	2′ 0″	*1939-40*	*94*	..	*645*	*25,825*	*26,564*	*20·9*	..	*10·4*	*11 1*	*11·1*
		1940-41	92	..	725	29,866	30,683	21·3	..	10·0	12·3	12·2
Howrah-Sheakhala Light	2′ 0″	*1939-40*	*8*	..	*52*	*6,423*	*6,488*	*13·2*	..	*6·78*	*7·80*	*7·79*
		1940-41	10	..	57	6,490	6,557	13·4	..	7·15	7·56	7·56
Jagadhri Light	2′ 0″	*1939-40*	..	..	*1*	*261*	*262*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1940-41	..	..	1	373	374	3·31	..	3·31	3·31	3·31
Jorhat	2′ 0″	*1939-40*	†	†	†	†	†	†	†	†	†	†
		1940-41	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1939-40*	..	*1*	*13*	*7,396*	*7,410*	..	*10·0*	*5·42*	*8·36*	*8·35*
		1940-41	..	3	17	7,840	7,860	..	30·0	6·30	8·50	8·50
Kulasekarapatnam Light§	2′ 0″	*1939-40*	..	..	..	*643*	*643*	..	..	..	*9·28*	*9·28*
		1940-41	§	§	§	§	§	§	§	§	§	§
Matheran Light	2′ 0″	*1939-40*	*19*	*102*	..	*252*	*373*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1940-41	19	111	..	243	373	12·6	12·6	..	12·6	12·6
Mewar State.	3′ 3¼″	*1939-40*	*62*	*352*	*204*	*29,425*	*30,043*	*66·8*	*64·5*	*55·3*	*40 6*	*40 9*
		1940-41	47	292	213	30,305	30,857	71·4	62·8	68·0	40·7	40·9
Tezpur-Balipara	2′ 6″	*1939-40*	*1*	..	*13*	*1,967*	*1,981*	*10·0*	..	*13·3*	*8·96*	*8·98*
		1940-41	2	..	17	2,231	2,250	20·0	..	15·5	7·86	7·90
Total Class III Railways	—	*1939-40*	*282*	*726*	*2,071*	*161,531*	*164,604*	*24·3*	*29·2*	*13·3*	*15·9*	*15·9*
		1940-41	287	714	2,139	161,203	164,343	23·7	27·9	13·4	16·1	16·1

* Columns 23 to 27, *39* 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

†Not available.

§ Closed for traffic on 4th February 1940.

Class II and III Railways for the years 1939-40 and 1940-41—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	*Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	*Other traffic.	*Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—concld.
..	2	7	1,37	1,96	15·0	9·00	6·00	3·50	3·60	34	18	52	1,452	27·9	77	10·1	Bukhtiarpur Bihar Light.
..	2	6	1,35	1,43	15·0	9·00	6·00	3·50	3·58	31	18	49	1,427	28·9	86	11·6	
..	1	2	89	92	..	24·0	8·00	5·97	6·05	14	10	24	512	21·3	29	10·9	Burdwan-Katwa.
..	1	2	92	95	..	19·2	7·25	6·03	6·10	11	11	22	483	22·0	27	10·7	
..	7	..	1,39	1,46	..	8·83	..	4·48	4·60	66	..	66	1,481	22·5	1,38	17·9	Cutch State.
..	10	..	1,67	1,77	..	11·1	..	5·55	5·73	46	..	46	1,045	23·0	1,16	21·3	
..	Nil	..	29	29	38·6	Nil	3·97	0·94	0·95	82	5	87	1,825	21·0	1,14	11·0	Dehri-Rohtas Light.
..	Nil	...	29	29	34·8	Nil	5·16	0·91	0·95	73	5	78	1,534	19·7	1,07	13·3	
..	..	..	47	47	..	15·2	..	4·05	4·08	57	2	59	2,172	36·6	1,04	9·20	Dholpur State.
..	1	..	77	78	..	15·8	..	4·10	4·13	51	3	54	1,989	36·6	1,04	10·0	
1	..	3	88	92	20·0	..	7·50	4·50	4·65	17	5	22	655	25·4	30	10·2	Futwah-Islampur.
1	..	3	85	89	20·0	..	7·50	4·50	4·58	11	5	16	450	28·5	25	10·8	
..	4	..	3,01	3,05	30·0	12·0	..	5·00	5·00	198	26	224	9,105	41·0	5,04	11·0	Gwalior Light.
..	5	..	3,68	3,73	30·6	12·0	..	5·00	5·00	158	33	191	8,647	46·0	5,22	12·0	
4	..	16	6,09	6,29	9·00	..	4·80	4·52	4·54	67	7	74	3,265	17·1	1,67	25·3	Howrah-Amta Light.
4	..	18	6,38	6,60	9·00	..	4·76	4·20	4·13	55	25	80	1,698	21·2	1,95	22·1	
..	..	1	1,13	1,14	9·00	..	4·76	3·36	3·38	17	..	17	270	15·7	28	29·7	Howrah-Sheakhala Light.
1	..	1	1,15	1,17	8·99	..	4·94	3·40	3·42	16	1	17	209	12·7	35	32·2	
..	..	..	5	5	21·7	..	7·25	3·63	3·65	7	..	7	22	3·31	8	66·4	Jagadhri Light.
..	..	..	7	7	21·1	..	7·30	3·63	3·64	7	..	7	25	3·31	8	65·8	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	..	1,21	1,21	..	..	..	3·14	3·14	20	4	24	477	19·9	28	11·2	Kaligháś-Falta.
..	..	1	1,28	1,29	..	..	11·3	3·13	3·15	20	5	25	470	18·8	29	11·8	
..	..	..	17	17	..	..	..	5·01	5·01	5	..	5	48	8·88	10	41·2	Kulasekarapatnam Light.
§	§	§	§	§	§	§	§	§	§	§	§	§	§	§		§	
6	27	..	35	68	66·0	49·0	..	20·0	34·0	1	1	2	25	12·6	11	83·0	Matheran Light.
8	31	..	35	74	31·2	53·6	..	27·6	38·1	1	1	2	21	12·6	10	89·5	
8	21	5	4,60	4,94	23·5	11·7	4·44	3·00	3·15	37	54	91	5,401	59·0	3,73	14·2	Mewar State.
6	18	5	4,81	5,10	24·6	12·0	4·59	3·05	3·17	31	69	100	4,622	46·1	3,80	15·8	
..	..	..	36	36	20·0	..	7·00	3·50	3·53	20	..	20	1	0·05	96	18·4	Tezpur-Balipara.
..	..	1	41	42	20·0	..	7·00	3·50	3·58	19	..	19	1	0·04	93	17·9	
23	63	57	30,14	31,57	15·7	16·8	5·28	3·82	3·92	792	169	961	31,076	32·3	20,77	12·8	Total Class III Rys.
25	70	59	32,00	33,54	16·7	18·8	5·30	3·81	3·92	664	223	887	28,952	32·6	21,02	13·9	

37.—*Statistics of Engine Miles and Coal consumption of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed.	† Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail Cars (Internal Combustion engine propelled) miles. (In thousands.)	Rail Cars (steam propelled) miles. (In thousands.)	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1939-40*	*192*	*214*	*6*	*413*	*61*	*6*	*67*	*480*	*Nil*	*32*	*Nil*	*9,662*	*1*	*Nil*	*9,662*
		1940-41	185	235	9	431	68	8	76	507	,,	24	,,	10,988	..	,,	10,988
Bengal Dooars.	3′ 3⅜″	*1939-40*	*1*	*296*	*13*	*332*	*33*	*23*	*56*	*388*	,,	*Nil*	,,	*7,909*	*Nil*	,,	*7,909*
		1940-41	96	220	40	371	36	23	59	430	,,	,,	,,	8,475	,,	,,	8,475
Bhavnagar State.	3′ 3⅜″	*1939-40*	*316*	*294*	*58*	*671*	*146*	*42*	*188*	*859*	*42*	,,	*20,427*	*Nil*	*66*	,,	*20,453*
		1940-41	320	320	39	686	147	40	187	873	23	,,	21,115	Nil	65	,,	21,141
Bikaner State.	3′ 3⅜″	*1939-40*	*12*	*973*	*83*	*1,082*	*137*	*47*	*184*	*1,266*	*13*	,,	*Nil*	*31,564*	*53*	,,	*31,585*
		1940-41	23	987	86	1,113	144	56	200	1,313	11	,,	,,	31,020	80	,,	31,052
Darjeeling-Himalayan.	2′ 0″	*1939-40*	*37*	*260*	*214*	*513*	*36*	*31*	*67*	*580*	*Nil*	,,	,,	*11,292*	*Nil*	,,	*11,292*
		1940-41	37	260	205	504	35	18	53	557	,,	,,	,,	11,222	,,	,,	11,222
Dibru-Sadiya	3′ 3⅜″	*1939-40*	*Nil*	*319*	*81*	*405*	*229*	*1*	*230*	*635*	*70*	,,	,,	*13,961*	,,	,,	*13,961*
		1940-41	,,	309	84	393	237	1	238	631	89	,,	,,	13,200	,,	,,	13,200
Gaekwar's Baroda State.	3′ 3⅜″	*1939-40*	*138*	*407*	*29*	*575*	*116*	*17*	*127*	*702*	*1*	,,	,,	*14,472*	*56*	,,	*14,494*
		1940-41	146	407	41	599	115	20	135	734	16	,,	,,	14,526	56	‡‡7 (c)	14,548
	2′ 6″	*1939-40*	*¶66*	*421*	*5*	*¶498*	*91*	*4*	*95*	*593*	*¶46*	,,	*¶,,*	*9,267*	*53*	‡‡*40* (c)	*9,288*
		1940-41	77	444	10	540	102	3	105	645	58	,,	,,	9,678	51	‡‡55	9,698
Gondal‡	3′ 3⅜″	*1939-40*	*156*	*344*	*46*	*561*	*171*	*12*	*183*	*744*	*Nil*	,,	,,	*15,712*	*51*	*Nil*	*15,733*
		1940-41	177	312	35	536	181	9	190	726	,,	,,	,,	14,675	68	,,	14,702
Jaipur State.	3′ 3⅜″	*1939-40*	*112*	*172*	*116*	*435*	*60*	*8*	*68*	*503*	*56*	,,	,,	*10,398*	*66*	,,	**10,424
		1940-41	82	236	49	384	61	9	70	454	260	,,	,,	9,364	87	,,	**9,399
Jamnagar Dwarka.	3′ 3⅜″	*1939-40*	*49*	*240*	*28*	*317*	*103*	*35*	*138*	*455*	*126*	,,	,,	*9,842*	*72*	,,	*9,871*
		1940-41	47	236	36	319	90	41	131	450	††233	,,	,,	9,668	70	,,	9,696
Junagad State.	3′ 3⅜″	*1939-40*	*147*	*330*	*16*	*496*	*42*	*2*	*44*	*540*	*25*	,,	,,	*11,705*	*54*	,,	*11,727*
		1940-41	146	317	3	469	41	3	44	513	30	,,	,,	11,013	55	,,	11,035
Morvi	3′ 3⅜″	*1939-40*	*132*	*198*	*62*	*435*	*131*	*Nil*	*131*	*566*	*28*	,,	,,	*14,616*	*135*	,,	*14,670*
		1940-41	130	196	57	440	104	,,	104	544	30	,,	,,	13,214	130	,,	13,266
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1939-40*	*Nil*	*135*	*36*	*171*	*13*	,,	*13*	*184*	*Nil*	,,	,,	*3,696*	*9*	,,	*3,700*
		1940-41	,,	194	34	229	16	1	17	246	,,	,,	,,	4,688	7	,,	4,691
Total Class II Railways.	..	*1939-40*	*¶1,358*	*4,603*	*793*	*¶6,904*	*1,363*	*228*	*1,591*	*8,495*	*¶407*	*¶32*	*20,427*	*164,096*	*616*	‡‡*40*	*184,769*
		1940-41	1,466	4,673	728	7,014	1,377	232	1,609	8,623	750	24	21,115	161,731	669	‡‡62	183,113
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1939-40*	*15*	*71*	*Nil*	*107*	*14*	*30*	*44*	*151*	*Nil*	*Nil*	*Nil*	*1,356*	*Nil*	*Nil*	*1,356*
		1940-41	Nil	97	,,	117	15	33	48	165	,,	,,	,,	1,587	,,	,,	1,587
Arrah-Sasaram Light	2′ 6″	*1939-40*	,,	*177*	*13*	*190*	*12*	..	*12*	*202*	,,	,,	,,	*2,722*	,,	,,	*2,722*
		1940-41	,,	205	6	211	11	..	11	222	,,	,,	,,	2,915	,,	,,	2,915
Bankura-Damoodar	2′ 6″	*1939-40*	,,	*115*	*1*	*122*	*10*	*48*	*58*	*180*	,,	,,	,,	*1,609*	,,	,,	*1,609*
		1940-41	,,	115	1	119	11	52	63	182	,,	,,	,,	1,688	,,	,,	1,688

* Includes light, assisting required, assisting not required, siding and departmental.
‡‡ Oil fuel is not converted into coal.
(c) Includes Oil Fuel consumed for other than Locomotive purposes 1939-40 1940-41.
16 tons. 25 tons.

‡ Includes the Porbandar State Railway.
†† Includes 66 Rail Motor Coach Miles for public services.
¶ Revised figures.

† Excluding Departmental.
§ Including Departmental.
** Excludes petrol consumed on Rail Motor Cars. 1939-40 1940-41.
9 tons. 43 tons.

and III Railways for the years 1939-40 and 1940-41.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in Rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in Rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*78*	*Nil*	*78*	*Nil*	*9,740*	*1*	*Nil*	*9,740*	*Nil*	*5·14*	*3·00*	*Nil*	*Nil*	*12·8*	*3·00*	*Nil*	Barsi Light.
,,	120	,,	120	,,	11,108	..	,,	11,108	,,	5·13	3·00	,,	,,	12·5	3·00	,,	
,,	*963*	,,	*963*	,,	*8,872*	*Nil*	,,	*8,872*	,,	*4·19*	*Nil*	,,	,,	*11·8*	*Nil*	,,	Bengal Dooars.
,,	855	,,	855	,,	9,330	,,	,,	9,330	,,	3·21	,,	,,	,,	10·8	,,	,,	
733	*Nil*	*5*	*735*	*21,160*	*Nil*	*71*	,,	*21,188*	‖*15·8*	*Nil*	*12·0*	,,	*15·8*	*Nil*	*12·0*	,,	Bhavnagar State.
807	,,	5	809	21,922	Nil	70	,,	21,950	‖17·5	Nil	12·0	,,	17·5	Nil	12·0	,,	
Nil	*2,605*	*Nil*	*2,605*	*Nil*	*34,169*	*53*	,,	*34,190*	*Nil*	*4·89*	*6·81*	,,	*Nil*	*16·8*	*6·81*	,,	Bikaner State.
,,	2,577	,,	2,577	,,	33,597	80	,,	33,629	,,	4·75	6·81	,,	,,	17·5	6·81	,,	
,,	*2,278*	,,	*2,278*	,,	*13,570*	*Nil*	,,	*13,570*	,,	*4·63*	*Nil*	,,	,,	*11·8*	*Nil*	,,	Darjeeling Himalayan.
,,	2,236	,,	2,236	,,	13,458	,,	,,	13,458	,,	4·60	,,	,,	,,	12·1	,,	,,	
,,	*3,250*	,,	*3,250*	,,	*17,211*	,,	,,	*17,211*	,,	*8·76*	,,	,,	,,	*11·8*	,,	,,	Dibru-Sadiya.
,,	3,185	,,	3,185	,,	16,385	,,	,,	16,385	,,	12·3	,,	,,	,,	12·3	,,	,,	
,,	*458*	,,	*458*	,,	*14,930*	*56*	,,	*14,952*	,,	*3·70*	*6·50*	,,	,,	*16·5*	*7·05*	,,	Gaekwar's Baroda State.
,,	453	,,	453	,,	14,979	56	‡‡7	15,001	,,	3·56	6·50	420·0	,,	17·6	7·17	420·0	
,,	*674*	*4*	*676*	,,	*9,941*	*52*	‡‡*40*	*9,964*	,,	*3·88*	*6·50*	*59·4*	,,	*14·5*	*7·00*	*76·0*	
,,	314	75	344	,,	9,992	126	‡‡55	1,0042	,,	3·67	6·50	79·0	,,	16·6	6·67	97·0	
,,	*315*	*5*	*317*	,,	*16,027*	*56*	*Nil*	*16,050*	,,	‖*18·1*	*16·3*	*Nil*	,,	*18·3*	*16·3*	*Nil*	Gondal. ‡
,,	261	5	263	,,	14,936	73	,,	14,965	,,	‖22·9	16·3	,,	,,	23·1	16·3	,,	
,,	*146*	*9*	*150*	,,	*10,544*	*75*	,,	**10,574	,,	*4·50*	*4·50*	,,	,,	*15·0*	*4·50*	,,	Jaipur State.
,,	126	10	130	,,	9,490	97	,,	**9,529	,,	5·00	4·50	,,	,,	18·0	4·50	,,	
,,	*120*	*Nil*	*120*	,,	*9,962*	*72*	,,	*9,991*	,,	*3·00*	*11·4*	,,	,,	*17·2*	*11·4*	,,	Jamnagar Dwarka.
,,	245	,,	245	,,	9,913	70	,,	9,941	,,	4·00	11·1	,,	,,	22·1	11·1	,,	
,,	*686*	*21*	*694*	,,	*12,391*	*75*	,,	*12,421*	,,	‖*13·1*	*10·0*	,,	,,	*14·1*	*10·0*	,,	Junagad State.
,,	550	148	609	,,	11,563	203	,,	11,644	,,	‖5·77	10·0	,,	,,	17·8	10·0	,,	
,,	*275*	*5*	*277*	,,	*14,891*	*140*	,,	*14,947*	,,	*5·26*	*4·41*	,,	,,	*20·2*	*4·41*	,,	Morvi.
,,	204	5	206	,,	13,418	135	,,	13,472	,,	4·94	3·78	,,	,,	20·3	3·78	,,	
,,	*56*	*Nil*	*56*	,,	*3,752*	*9*	,,	*3,756*	,,	*4·50*	*13·7*	,,	,,	*14·4*	*13·7*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	41	4	43	,,	4,729	11	,,	4,734	,,	3·25	13·5	,,	,,	15·7	13·5	,,	
733	*11,904*	*49*	*12,657*	*21,160*	*176,000*	*665*	‡‡*40*	*197,426*									Total Class II Railways.
807	11,167	252	12,075	21,922	172,898	921	‡‡62	195,188									
																	Class III.
Nil	*151*	*Nil*	*151*	*Nil*	*1,507*	*Nil*	*Nil*	*1,507*	*Nil*	*3·50*	*Nil*	*Nil*	*Nil*	*7·59*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	148	,,	148	,,	1,735	,,	,,	1,735	,,	3·50	,,	,,	,,	7·61	,,	,,	
,,	*374*	,,	*374*	,,	*3,096*	,,	,,	*3,096*	,,	*2·90*	,,	,,	,,	*9·00*	,,	,,	Arrah-Sasaram Light
,,	473	,,	473	,,	3,388	,,	,,	3,388	,,	2·20	,,	,,	,,	9·50	,,	,,	
,,	*627*	,,	*627*	,,	*2,236*	,,	,,	*2,236*	,,	*3·50*	,,	,,	,,	*5·93*	,,	,,	Bankura Damoodar River.
,,	574	,,	574	,,	2,262	,,	,,	2,262	,,	3·50	,,	,,	,,	5·98	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.

(b) For Figures relating to Oil Fuel see remarks against (c) on previous page.

‖ Do not represent pits mouth price, but contract rates at the point of supply.

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands). § Passenger.	§ Mixed.	§ Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). § Shunting.	* Miscellaneous.	** Total.	Total engine miles (in thousands). (Cols. 7 + 10.)	Rail Cars (Internal Combustion engine propelled) miles. (In thousands.)	Rail Cars (Steam propelled) miles. (In thousands.)
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS III—*contd.*												
Baraset-Basirhat Light.	2′ 6″	*1939-40*	*96*	*125*	*28*	*249*	*13*	*Nil*	*13*	*262*	*Nil*	*12*
		1940-41	99	81	49	230	15	1	16	246	,,	78
Bengal Provincial	2′ 6″	*1939-40*	*Nil*	*99*	*Nil*	*99*	*8*	*3*	*11*	*110*	,,	*Nil*
		1940-41	,,	91	..	91	8	2	10	101	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1939-40*	,,	*112*	*1*	*113*	*11*	*Nil*	*11*	*124*	,,	,,
		1940-41	11	109	1	121	12	..	12	133	,,	,,
Burdwan-Katwa	2′ 6″	*1939-40*	*12*	*121*	*Nil*	*133*	*21*	*39*	*60*	*197*	,,	,,
		1940-41	12	121	,,	137	21	34	55	192	,,	,,
Cutch State	2′ 6″	*1939-40*	*1*	*55*	*16*	*74*	*9*	*14*	*23*	*97*	,,	,,
		1940-41	1	55	7	66	8	13	21	87	,,	,,
Dehri-Rohtas Light	2′ 6″	*1939-40*	*Nil*	*56*	*Nil*	*56*	*8*	*Nil*	*8*	*64*	,,	,,
		1940-41	,,	56	,,	56	8	,,	8	64	,,	,,
Dholpur State.	2′ 6″	*1939-40*	,,	*59*	,,	*59*	*15*	*2*	*17*	*76*	*2*	,,
		1940-41	3	58	..	61	15	1	16	77	1	,,
Futwah-Islampur	2′ 6″	*1939-40*	*Nil*	*77*	*Nil*	*77*	*3*	*Nil*	*3*	*80*	*Nil*	,,
		1940-41	..	74	,,	74	3	..	3	77	,,	,,
Gwalior Light	2′ 0″	*1939-40*	*4*	*216*	*103*	*328*	*54*	*7*	*61*	*389*	,,	,,
		1940-41	3	224	75	306	47	6	53	359	,,	,,
Howrah-Amta Light	2′ 0″	*1939-40*	*193*	*118*	*22*	*334*	*11*	*Nil*	*11*	*345*	,,	,,
		1940-41	198	119	29	349	27	1	28	377	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1939-40*	*84*	*31*	*1*	*117*	*3*	*Nil*	*3*	*120*	,,	,,
		1940-41	80	31	1	114	6	..	6	120	,,	,,
Jagadhri Light	2′ 0″	*1939-40*	*Nil*	*10*	*Nil*	*10*	*1*	*Nil*	*1*	*11*	,,	,,
		1940-41	,,	10	,,	10	1	,,	1	11	,,	,,
Jorhat	2′ 0″	*1939-40*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1940-41	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta	2′ 6″	*1939-40*	*61*	*78*	*Nil*	*143*	*18*	*121*	*139*	*282*	*Nil*	*Nil*
		1940-41	59	77	1	139	18	115	133	272	,,	,,
Kulasekarapatnam† Light.	2′ 0″	*1939-40*	*Nil*	*27*	*Nil*	*27*	*Nil*	*Nil*	*Nil*	*27*	,,	,,
		1940-41	†	†	†	†	†	†	†	†	†	†
Matheran Light	2′ 0″	*1939-40*	*Nil*	*11*	*2*	*13*	*Nil*	*Nil*	*Nil*	*13*	*8*	*Nil*
		1940-41	,,	11	2	13	,,	,,	,,	13	8	,,
Tezpore-Balipara Light	2′ 6″	*1939-40*	,,	*45*	*Nil*	*45*	*8*	,,	*8*	*53*	*Nil*	,,
		1940-41	,,	44	,,	44	8	,,	8	52	,,	,,
Mewar State	3′ 3½″	*1939-40*	*119*	*119*	*37*	*276*	*24*	*12*	*36*	*312*	*3*	,,
		1940-41	183	76	41	303	22	12	34	337	1	,,
Total Class III Railways.	..	*1939-40*	*585*	*1,722*	*224*	*2,576*	*243*	*276*	*519*	*3,095*	*13*	*12*
		1940-41	649	1,654	213	2,561	256	270	526	3,087	10	78

* Includes light, assisting required, assisting not required, siding and departmental.
† The railway was closed for traffic on 4.2.40.
‡ Information not available.
§ Excluding Departmental.
** Including Departmental.

and III Railways for the years 1939-40 and 1940-41—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															Class III—*contd.*
Nil	*3,644*	*Nil*	*Nil*	*3,644*	*Nil*	*1,314*	*Nil*	*Nil*	*1,314*	*Nil*	*4,958*	*Nil*	*Nil*	*4,958*	Baraset-Basirhat Light.
,,	3,360	,,	,,	3,360	,,	1,238	,,	,,	1,238	,,	4,598	,,	,,	4,598	
,,	*1,794*	,,	,,	*1,794*	,,	*120*	,,	,,	*120*	,,	*1,914*	,,	,,	*1,914*	Bengal Provincial.
,,	1,635	,,	,,	1,635	,,	120	,,	,,	120	,,	1,755	,,	,,	1,755	
,,	*1,590*	,,	,,	*1,590*	,,	*360*	,,	,,	*360*	,,	*1,950*	,,	,,	*1,950*	Bukhtiarpur-Bihar Light.
,,	1,586	,,	,,	1,586	,,	438	,,	,,	438	,,	2,024	,,	,,	2,024	
,,	*1,779*	,,	,,	*1,779*	,,	*334*	,,	,,	*334*	,,	*2,113*	,,	,,	*2,113*	Burdwan-Katwa.
,,	1,869	,,	,,	1,869	,,	338	,,	,,	338	,,	2,207	,,	,,	2,207	
,,	*2,182*	*10*	,,	*2,186*	,,	*48*	,,	,,	*48*	,,	*2,230*	*10*	,,	*2,234*	Cutch State.
,,	1,817	28	,,	1,828	,,	48	,,	,,	48	,,	1,865	28	,,	1,876	
,,	*1,714*	*Nil*	,,	*1,714*	,,	*127*	,,	,,	*127*	,,	*1,841*	*Nil*	,,	*1,841*	Dehri-Rohtas Light.
,,	1,770	,,	,,	1,770	,,	123	,,	,,	123	,,	1,893	,,	,,	1,893	
,,	*1,265*	*6*	,,	*1,267*	,,	*Nil*	,,	,,	*Nil*	,,	*1,265*	*6*	,,	*1,267*	Dholpur-State.
,,	1,272	6	,,	1,274	,,	,,	,,	,,	,,	,,	1,272	6	,,	1,274	
,,	*892*	*Nil*	,,	*892*	,,	*88*	,,	,,	*88*	,,	*980*	*Nil*	,,	*980*	Futwah-Islampur.
,,	795	,,	,,	795	,,	103	,,	,,	103	,,	898	,,	,,	898	
,,	*7,489*	*3*	,,	*7,490*	,,	*296*	,,	,,	*296*	,,	*7,785*	*3*	,,	*7,786*	Gwalior Light.
,,	7,059	5	,,	7,061	,,	259	,,	,,	259	,,	7,318	5	,,	7,320	
,,	*5,551*	*Nil*	,,	*5,551*	,,	*1,361*	,,	,,	*1,361*	,,	*6,912*	*Nil*	,,	*6,912*	Howrah Amta Light.
,,	5,520	,,	,,	5,520	,,	1,764	,,	,,	1,764	,,	7,284	,,	,,	7,284	
,,	*1,387*	,,	,,	*1,387*	,,	*340*	,,	,,	*340*	,,	*1,727*	,,	,,	*1,727*	Howrah-Sheakhala Light.
,,	1,379	,,	,,	1,379	,,	441	,,	,,	441	,,	1,820	,,	,,	1,820	
,,	*152*	,,	,,	*152*	,,	*Nil*	,,	,,	*Nil*	,,	*152*	,,	,,	*152*	Jagadhri Light.
,,	169	,,	,,	169	,,	,,	,,	,,	,,	,,	169	,,	,,	169	
,,	*786*	,,	,,	*786*	,,	*223*	,,	,,	*223*	,,	*1,009*	,,	,,	*1,009*	Jorhat.
,,	483	,,	,,	483	,,	321	,,	,,	321	,,	804	,,	,,	804	
,,	*2,378*	,,	,,	*2,378*	,,	*368*	,,	,,	*368*	,,	*2,746*	,,	,,	*2,746*	Kalighat-Falta.
,,	2,505	,,	,,	2,505	,,	397	,,	,,	397	,,	2,902	,,	,,	2,902	
,,	*Nil*	,,	*16*	*29*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*16*	*29*	Kulasekara-patnam Light.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
Nil	*384*	*Nil*	*Nil*	*384*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*384*	*Nil*	*Nil*	*384*	Matheran Light.
,,	360	,,	,,	360	,,	,,	,,	,,	,,	,,	360	,,	,,	360	
,,	*1,030*	,,	,,	*1,030*	,,	*193*	,,	,,	*193*	,,	*1,223*	,,	,,	*1,223*	Tezpore-Balipara Light.
,,	954	,,	,,	954	,,	168	,,	,,	168	,,	1,122	,,	,,	1,122	
,,	*7,161*	*68*	,,	*7,188*	,,	*906*	,,	,,	*906*	,,	*8,067*	68	,,	*8,094*	Mewar State.
,,	7,734	88	,,	7,769	,,	1,252	,,	,,	1,252	,,	8,986	88	,,	9,021	
Nil	*46,865*	*87*	*16*	*46,928*	*Nil*	*7,230*	*Nil*	*Nil*	*7,230*	*Nil*	*54,095*	*87*	*16*	*54,158*	Total Class III Railways.
,,	46,457	127	Nil	46,507	,,	8,205	,,	,,	8,205	,,	54,662	127	Nil	54,712	

(a) 2½ Tons of Wood = 1 Ton of Coal and 0·55 Ton of Oil fuel = 1 Ton of Coal.

37.—*Statistics of Engine Miles and Coal consumption of Class II and III Railways for the years 1939-40 and 1940-41*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
30	31	32	33	34	35	36	37	38	39	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class III—*concld.*										
Baraset-Basirhat Light	2′ 6″	*1939-40*	*Nil*	*2·80*	*Nil*	*Nil*	*Nil*	*9·00*	*Nil*	*Nil*
		1940-41	,,	2·20	,,	,,	,,	9·20	,,	,,
Bengal Provincial	2′ 6″	*1939-40*	,,	*2·56*	,,	,,	,,	*5·68*	,,	,,
		1940-41	,,	2·87	,,	,,	,,	6·00	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1939-40*	,,	*2·90*	,,	,,	,,	*8·90*	,,	,,
		1940-41	,,	3·20	,,	,,	,,	9·40	,,	,,
Burdwan-Katwa	2′ 6″	*1939-40*	,,	3·50	,,	,,	,,	*7·59*	,,	,,
		1940-41	,,	3·50	,,	,,	,,	7·61	,,	,,
Cutch State	2′ 6″	*1939-40*	,,	‖*33·0*	*7·00*	,,	,,	*33·0*	*7·00*	,,
		1940-41	,,	‖42·0	7·00	,,	,,	42·0	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1939-40*	,,	*3·50*	*Nil*	,,	,,	*9·26*	*Nil*	,,
		1940-41	,,	3·75	,,	,,	,,	9·33	,,	,,
Dholpur-State	2′ 6″	*1939-40*	,,	*4·50*	*8·52*	,,	,,	*16·3*	*8·52*	,,
		1940-41	,,	4·50	10·5	,,	,,	16·8	10·5	,,
Futwah-Islampur	2′ 6″	*1939-40*	,,	*2·90*	*Nil*	,,	,,	*8·70*	*Nil*	,,
		1940-41	,,	3·20	,,	,,	,,	9·20	,,	,,
Gwalior-Light	2′ 0″	*1939-40*	,,	*4·93*	,,	,,	,,	*14·9*	,,	,,
		1940-41	,,	4·46	‡	,,	,,	14·8	‡	,,
Howrah-Amta Light	2′ 6″	*1939-40*	,,	*2·90*	*Nil*	,,	,,	*9·60*	*Nil*	,,
		1940-41	,,	3·20	,,	,,	,,	10·8	,,	,,
Howrah-Sheakhala Light	2′ 0″	*1939-40*	,,	*2·90*	,,	,,	,,	*9·60*	,,	,,
		1940-41	,,	3·20	,,	,,	,,	10·8	,,	,,
Jagadhri Light	2′ 0″	*1939-40*	,,	*4·23*	,,	,,	,,	*14·6*	,,	,,
		1940-41	,,	3·91	,,	,,	,,	14·8	,,	,,
Jorhat	2′ 0″	*1939-40*	,,	*11·5*	,,	,,	,,	*14·1*	,,	,,
		1940-41	,,	11·8	,,	,,	,,	14·3	,,	,,
Kalighat-Falta	2′ 6″	*1939-40*	,,	*3·50*	,,	,,	,,	*9·75*	,,	,,
		1940-41	,,	3·50	,,	,,	,,	9·93	,,	,,
Kulasekarapatnam Light †	2′ 0″	*1939-40*	,,	*Nil*	,,	*114·0*	,,	*Nil*	,,	*128·0*
		1940-41	†	†	†	†	†	†	†	†
Matheran Light	2′ 0″	*1939-40*	*Nil*	*4·80*	*Nil*	*Nil*	*Nil*	*15·3*	*Nil*	*Nil*
		1940-41	,,	4·80	,,	,,	,,	16·4	,,	,,
Tezpore-Balipara Light	2′ 6″	*1939-40*	,,	*16·6*	,,	,,	,,	*16·6*	,,	,,
		1940-41	,,	16·7	,,	,,	,,	16·7	,,	,,
Mewar State.	3 3⅜″	*1939-40*	,,	*4·37*	*8·00*	,,	,,	*17·8*	*8·00*	,,
		1940-41	,,	4·25	8·00	,,	,,	18·0	8·00	,,

† The railway was closed for traffic on 4th February 1940.

‡ Unserviceable sleepers without value.

‖ Do not represent pits mouth price, but contract rates at the point of suppiy.

APPENDICES.

APPEN

Value of Stores purchased by Class I Railways (excluding Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores
„ „ *B* indicate Value of imported
„ „ *C* indicate Value of stores of

Stores purchased	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	..	1	..	..	1	—	..	5
B. Engineering Plant and components including all hand and power machinery.	..	7	5	2	8	1	..	1,03	66
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	32	22	18	..	11	..	1,11	1,86	14
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	3,85	..	—	1,94	..	1	20,28
(*b*) Steel Sleepers	—	—	..	..	—	..	—	..	51
(*c*) Cast-iron sleepers	—	..	..	—	..	..	—	..	3,78
(*d*) Wooden sleepers	—	28	6,80	—	—	7,35	—	—	11,41
(*e*) Other P. W. Material ..	..	10	97	32	25	1,06	..	36	8,92
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	2,41	5	31	9,13	27	..	7,28	2,43	3,30
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	1,04	8	21	..	..	..	12,47	7,35	24,14
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	1	2	98	33	16	..	22	53
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	—	8	8	11	7	1	..	41	1,13
Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	1	..	4	7	..	—	20	16
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	53	66	..	24	3	..	2,05	7,12
F2. Signal and Interlocking material, and their parts and fittings.	18	6	36	—	14	32	—	29	2,12
Gb1. Hardware, Copper, Tin and Zincware, i.e., all simple material in common use manufactured from raw metal.	9	72	29	..	87	18	1	2,18	1,72
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	—	8	11	5	38	8	—	79	27
Gb4. Metals	35	2,41	1,99	4	2,59	2,87	92	13,35	15,12
Gb5. Painters' Stores	..	45	74	94	91	49	..	65	5,56
Gb6. Timber.	—	50	1,92	—	1,28	29	—	36	8,72
Gb7. Fuel and fuel oil	—	—	11,15	—	9	11,19	..	18	44,10
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	21	1,19	28	30	1,61	5	..	6,13	1 28
All other stores not detailed in the above major heads.	7	3,19	4,73	15	4,80	4,99	9	22,63	16,24
Total	4,67	10,03	34,71	12,08	14,09	31,03	21,88	62,48	1,77,26

DIX A.

and H. E. H. the Nizam's State Railways) during the year 1940-41. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East Indian. †			Stores purchased.
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	20
..	..	..	..	..	5	..	3	1,72	A. Bridge work and its parts, fittings and special fastenings.
4	25	19	..	59	16	..	1,66	20	B. Engineering Plant and components including all hand and power machinery.
41	200	16	..	3,14	57	..	3,69	54	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	4,46	..	..	9,69	..	..	15,90	(*a*) Rails.
..	..	6,93	..	..	..	..	..	..	(*b*) Steel Sleepers.
..	..	..	..	..	8,06	..	..	24,21	(*c*) Cast iron sleepers.
..	6	12,69	..	..	21,16	..	..	12,30	(*d*) Wooden sleepers.
3	5	5,07	..	..	6,16	..	33	21,37	(*e*) Other P. W. Material.
3,37	61	18	..	6,35	1,21	16	28,58	3,17	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
1,26	3,24	14,86	..	2,23	2,55	..	2,42	30,88	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
4	16	1,29	..	3,27	11,85	..	42	57	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
41	13	38	..	23	64	..	37	3,16	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	69	2	..	1,12	28	..	74	15	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
24	1,14	54	..	44	6,94	..	1,89	4,49	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
2,71	53	88	..	10	41	..	30	5,19	F2. Signal and Interlocking material, and their parts and fittings.
44	2,97	1,61	..	2,03	1,22	..	2,45	1,45	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
15	84	96	..	86	29	..	1,97	78	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
2,71	4,00	9,92	..	8,40	6,09	25	15,86	63,56	Gb4. Metals.
1	98	2,89	..	1,64	3,04	..	1,56	9,78	Gb5. Painters' Stores.
..	4,38	22	..	..	3,73	..	4,78	69	Gb6. Timber.
..	91	21,39	..	36	18,20	..	..	33,87	Gb7. Fuel and fuel oil.
4,17	4,93	71	..	7,26	1,47	..	10,52	3,72	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
84	10,90	18,01	..	10,43	6,45	9	26,14	89,09	All other stores not detailed in the above major heads.
16,83	38,77	1,03,36	..	48,45	1,10,22	50	97,62	3,06,70	Total.

† Includes figures for Central India Coalfields Railway.

APPEN

Value of Stores purchased by Class I Railways (excluding Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
21	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
A. Bridge work and its parts, fittings and special fastenings.	..	..	..	..	1	..	..	2	34
B. Engineering Plant and components including all hand and power machinery.	..	39	3	1	24	..	..	76	8
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	2,15	6	14	62	11	..	2,79	6
D. Permanent Way Material and Track tools—									
(*a*) Rails.	..	..	5,46	..	..	2,42	..	..	16,20
(*b*) Steel Sleepers	..	..	5	..	..	12	..	..	12,66
(*c*) Cast iron sleepers	..	1	7,98	..	..	3,62	..	..	69
(*d*) Wooden sleepers	..	..	1,77	..	..	5,44	..	..	27,57
(*e*) Other P. W. Material ..	..	61	5,33	4	11	2,88	..	12	12,87
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	1	11,04	77	6,22	92	60	..	23,81	1,77
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	1,83	8,47	1,38	4	14,50	..	6,11	4,06
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	62	78	6	15	29	..	20,39	25
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	4	90	..	4	25	..	1,16	1,53
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	1,68	53	9	22	17	..	1,11	96
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	55	1,86	3	35	26	..	1,19	3,09
F2. Signal and Interlocking material, and their parts and fittings.	..	40	61	4	8	10	..	97	21
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	2,41	2,67	20	1,09	56	..	4,06	1,06
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	60	64	39	36	27	..	97	76
Gb4. Metals	3,43	8,16	8,09	1,66	3,36	4,56	..	11,67	10,97
Gb5. Painters' Stores	..	1,07	3,34	6	1,07	1,57	..	5,65	4,32
Gb6. Timber	..	4,05	52	..	8	1,99	..	1	6,72
Gb7. Fuel and fuel oil	..	48	50,88	..	1,23	23,15	..	5	63,34
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	9,08	1,89	75	3,03	73	..	7,41	1,18
All other stores not detailed in the above major heads.	..	13,67	20,50	1,12	9,23	7,43	..	19,04	37,22
Total ..	3,44	58,84	1,23,13	12,19	22,23	71,02	..	1,07,29	2,07,91

DIX A—*concld.*

and H. E. H. the Nizam's State Railways) during the year 1940-41. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	40
..	50	1	..	2	5	..	58	2,24	A. Bridge work and its parts, fittings and special fastenings.
..	1	1	..	28	1	7	5,36	1,40	B. Engineering Plant and components including all hand and power machinery.
27	2	..	13	25	8	2,38	16,35	1,90	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	2,80	..	1	83,09	(*a*) Rails.
..	..	..	..	..	4,06	..	..	24,33	(*b*) Steel Sleepers.
..	..	..	..	..	..	..	1	48,34	(*c*) Cast iron sleepers.
..	..	2,21	..	..	7,21	..	34	1,15,91	(*d*) Wooden sleepers.
..	7	46	22	31	4,68	61	2,34	69,77	(*e*) Other P. W. Material.
50	19	11	3,01	51	10	32,09	74,76	14,52	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.
..	..	..	84	14	86	16,99	23,44	1,00,53	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
18	4	4	28	14	24	1,54	25,75	16,02	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	2	2	..	7	11	52	2,62	8,21	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	13	23	5	26	6,08	2,32	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	8	1	1	56	2,15	28	8,93	27,15	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	..	24	..	26	72	2,93	3,13	11,16	F2. Signal and Interlocking material, and their parts and fittings.
..	22	9	17	88	21	91	19,88	11,06	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	13	9	10	49	8	69	7,47	4,33	Gb3. All Leather, Canvas and India Rubber in bulk, and article made from them which are not included under other heads.
..	61	1,02	98	3,17	4,13	16,34	73,58	1,28,32	Gb4. Metals.
..	30	26	5	2,79	95	1,06	17,07	32,94	Gb5. Painters' Stores.
..	..	34	..	..	79	..	15,44	25,93	Gb6. Timber.
..	..	2,96	..	93	15,90	..	4,23	2,96,13	Gb7. Fuel and fuel oil.
..	60	5	1,21	2,28	74	6,64	54,04	12,10	H. (*a* to *e*). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	67	1,19	73	7,39	4,47	3,99	1,22,09	1,90,23	All other stores not detailed in the above major heads.
95	3,47	9,11	7,86	26,79	50,39	80,40	4,83,97	12,24,84	Total.

APPEN

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar .	August 1915.	*1938-39*	*26,59,620*	*777,034*	*125,256*	*127,431*
				1939-40	*(a)25,92,392*	*763,730*	*173,679*	*115,027*
				1940-41	(a) 25,09,432	725,992	150,544	127,998
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar .	27th July 1924.	*1938-39*	*15,78,626*	*34,160*	*(e) 3,091*	*11,150*
				1939-40	*(a)15,73,770*	*34,448*	*(e) 2,854*	*11,339*
				1940-41	(a)15,59,588	37,921	(e) 2,736	10,149
Kurharbaree .	State	Bihar .	1st January 1871.	*1938-39*	*29,83,859*	*212,993*	*83,529*	*45,149*
				1939-40	*(a)28,17,329*	*208,847*	*88,226*	*55,125*
				1940-41	(a)27,94,267	234,632	109,691	63,674
Serampur .	State	Bihar .	1st January 1871.	*1938-39*	*30,12,807*	*155,351*	*84,109*	*65,245*
				1939-40	*(a)28,21,487*	*166,513*	*90,882*	*68,399*
				1940-41	(a)26,85,386	134,426	65,721	56,702
Bhurkunda .	State . .	Bihar .	1st June 1927.	*1938-39*	*52,99,764*	*149,332*	*Nil*	*(d)18.754*
				1939-40	*(a)52,86,630*	*90,767*	*Nil*	*(d)14,662*
				1940-41	(a)52,55,384	105,932	1,581	(d) 6,651
Kargali . .	State . .	Bihar .	18th July 1917.	*1938-39*	*39,55,346*	*551,560*	*1,107*	*(d)108.685*
				1939-40	*(a)37,74,881*	*599,648*	*1,619*	*(d)101,645*
				1940-41	(a)36,98,407	520,840	1,774	(d)108,559
Argada . .	Bengal Nagpur Railway.	Bihar .	1st May 1926.	*1938-39*	*25.41.838*	*300,415*	*Nil*	*21,275*
				1939-40	*(m)24,58,470*	*294,923*	*Nil*	*19,822*
				1940-41	(m)24,08,190	279,005	Nil	22,770
Daulbera .	Bengal Nagpur Railway.	Orissa .	(g) 1st Sept. 1932.	*1938-39*	*19,29,550*	*128,510*	*Nil*	*8,177*
				1939-40	*(m)19,26,979*	*107,471*	*Nil*	*11,196*
				1940-41	(m)19,17,716	113,269	Nil	13,860
Talcher	Madras & Southern Mahratta Railway.	Orissa .	Sept. 1930	*1938-39*	*40,58,620*	*180,462*	*Nil*	*9,840*
				1939-40	*40,96,215*	*186,257*	*Nil*	*13.844*
				1940-41	41,55,012	192,828	Nil	13,691
Jarangdih .	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar .	1st April 1927.	*1938-39*	*78.04.535*	*83,528*	*7,086*	*5,209*
				1939-40	*(j)77,84,660*	*73,841*	*2,795*	*2,417*
				1940-41	(k)77,83,204	79,669	2,995	1,249
Religara Dari .	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar .	..	*1938-39*	*18,75,019*	††	††	††
				1939-40	*(b)17,70,852*	††	††	††
				1940-41	(b)16,66,685	††	††	††
Kurasia .	Bombay, Baroda & Central India Railway.	Central Provinces.	7th May 1932.	*1938-39*	*(h)15,22,328*	*280,060*	*Nil*	*3,206*
				1939-40	*(i) 16,03,083*	*278,744*	*Nil*	*3,418*
				1940-41	(k)16,73,377	277,106	Nil	3,345
Kedla .	East Indian and Bengal Nagpur Railways.	Bihar .	..	*1938-39*	*3,68,280*	§	§	§
				1939-40	*(f) Nil*	§	§	§
				1940-41	(f) Nil	§	§	§

(*a*) The decrease is due to credits on account of Sinking Fund.
(*b*) The decrease is due to the write-off of the amount of Rs. 1,04,167 to the Revenue Accounts of the B., B. & C. I. & M. & S. M. Railways.
(*c*) Revised figure.
(*d*) Includes coal consumption.
(*e*) Represents Smithy coal.
(*f*) Due to the capital outlay having been written back to Revenue.
(*g*) Stopped from 4th June 1936 and recommenced from 26th February 1937.
(*h*) Includes Rs. 43,453 on account of Sinking Fund recovered.
(*i*) Includes Rs. 54,064 on account of Sinking Fund recovered.
(*j*) The decrease is due to disposal of plant and materials released from abandoned works and inclusion of Sinking Fund charges.
(*k*) Includes Rs. 64609/12/- on account of Sinking Fund recovered.
(*l*) The decrease is due to disposal of materials released from abandoned works and inclusion of sinking fund charges.

DIX B.

for the years 1938-39 to 1940-41.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
1,030,621	*1,030,621*	*18,20,594*	*1·77*	*3,252*	*317*	*2*	*19*	Bokaro.
1,052,436	*1,052,436*	*17,27,037*	*1·64*	*(c)5,224*	*(c)201*	*2*	*24*	
1,004,534	1,004,534	19,25,326	1·92	6,321	160	2	31	
48,401	*48,401*	*2,50,856*	*5·18*	*173*	*280*	*Nil*	*1*	Swang.
48,641	*48,641*	*2,31,091*	*4·75*	*148*	*329*	*Nil*	Nil	
50,806	50,806	2,62,425	5·17	405	125	*Nil*	4	
341,671	*361,838*	*18,45,106*	*5·40*	*2,166*	*158*		*48*	Kurhar baree.
352,198	*354,804*	*16,25,960*	*4·62*	*1,946*	*181*	*4*	*57*	
407,997	399,776	1,830,872	4·49	2,155	190	7	62	
304,705	*339,759*	*15,20,316*	*4·99*	*1,549*	*197*	*3*	*28*	Serampur.
325,794	*330,588*	*14,11,346*	*4·33*	*1,737*	*187*	*5*	*36*	
256,849	257,079	12,10,110	4·71	1,442	178	*Nil*	38	
168,086	*168,086*	*9,49,484*	*5·65*	*1,254*	*134*	*2*	*7*	Bhurkunda.
105,429	*105,429*	*6,56,256*	*6·22*	*974*	*108*	*Nil*	*2*	
114,164	114,164	6,44,078	5·64	1,009	113	*Nil*	2	
661,352	*661,352*	*24,64,239*	*3·27*	*6,012*	*110*	*3*	*9*	Kargali.
702,912	*702,912*	*20,31,560*	*2·89*	*5,248*	*134*	*2*	*15*	
631,173	631,173	18,95,909	3·00	4,780	132	2	12	
321,690	*321,690*	*8,54,508*	*2·66*	*1,679*	*192*	*Nil*	*1*	Argada.
314,745	*314,745*	*8,13,713*	*2·59*	*1,586*	*198*	*1*	*Nil*	
301,775	301,775	7,54,885	2·50	1,523	198	*Nil*	*Nil*	
136,687	*136,687*	*5,39,845*	*3·95*	*1,130*	*121*	*2*	*6*	Doulbera.
118,667	*118,667*	*5,46,952*	*4·61*	*1,146*	*104*	*Nil*	*15*	
127,129	127,129	6,00,508	4·72	1,215	105	5	6	
190,302	*190,302*	*5,21,379*	*2·74*	*1,305*	*146*	*1*	*457*	Talcher.
200,101	*200,101*	*5,57,810*	*2·79*	*1,430*	*140*	*2*	*475*	
206,519	206,519	6,79,790	3·29	1,673	123	2	205	
95,823	*93,572*	*3,38,856*	*3·54*	*520*	*184*	*Nil*	*2*	Jarangdih.
79,053	*79,082*	*3,07,137*	*3·89*	*450*	*176*	*Nil*	*1*	
83,913	84,804	3,09,492	3·69	523	160	*Nil*	*Nil*	
††	††	††	††	††	††	††	††	Religara Dari
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
283,266	*283,318*	*7,64,069*	*2·70*	*1,142*	*248*	*Nil*	*4*	Kurasia.
282,162	*282,158*	*6,62,483*	*2·35*	*1,135*	*248*	*1*	*5*	
280,451	280,353	7,39,645	2·64	1,122	250	2	3	
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

(*m*) The decrease is due to redemption of Capital on Sinking Fund basis.

†† The colliery has been relinquished.

§ Further Development postponed indefinitely.

APPEN

Statement showing the Number of Servants of all races (gazetted and non-gazetted, permanent and close of the years

Number of

Railways.	Europeans.		Indians.									
			Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.							
	1939-40.	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.
1	2	3	4	5	6	7	8	9	10	11	12	13
Class I.												
Assam-Bengal .	*40*	39	*7,019*	7,449	*2,748*	2,635	*5,865*	6,055	*245*	259	*160*	165
Bengal & North Western.	*86*	76	*19,862*	19,647	*3,935*	4,098	*3,887*	4,122	*242*	251	*8*	12
Bengal-Nagpur§.	*188*	156	*47,008*	49,658	*10,827*	9,349	*7,001*	7,570	*2,023*	2,178	*554*	619
Bombay, Baroda & Central India.	*278*	259	*39,645*	42,018	*7,745*	8,005	*10,970*	11,576	*975*	1,079	*202*	242
Eastern Bengal †	*135*	132	*25,993*	28,431	*9,279*	9,719	*16,498*	16,380	*623*	620	*165*	174
East Indian § .	*509*	452	*82,955*	84,286	*20,787*	19,772	*25,661*	26,424	*2,398*	2,420	*474*	519
Great Indian Peninsula.	*259*	241	*43,130*	47,628	*19,072*	21,309	*10,236*	10,509	*1,638*	1,640	*269*	281
Jodhpur .	*18*	17	*4,984*	5,230	*1,050*	930	*1,723*	1,771	*21*	19	*24*	13
Madras & Southern Mahratta.	*125*	115	*25,748*	26,678	*9,526*	9,117	*5,323*	5,383	**1,869*	1,915	*10*	12
Mysore State .	*1*	Nil	*5,501*	5,896	*560*	678	*704*	681	*114*	128	*Nil*	Nil
Nizam's State .	*79*	67	*7,185*	7,846	*5,105*	5,133	*2,663*	2,807	*406*	415	*19*	17
North Western .	**389*	401	**31,417*	30,891	**5,710*	5,953	**57,332*	58,367	**963*	855	**5,948*	6,190
Rohilkund and Kumaun.	*9*	8	*3,316*	3,382	*928*	941	*1,814*	1,872	*44*	46	*1*	1
South Indian .	*84*	72	*27,475*	29,201	*2,813*	3,045	**2,173*	2,269	*1,381*	1,384	*Nil*	*Nil*
Total .	**2,200*	2,035	**371,238*	388,241	**100,085*	100,684	**151,850*	155,786	**12,942*	13,209	**7,834*	8,245
Class II.												
Barsi Light .	*6*	6	*803*	778	*367*	368	*153*	175	*12*	8	*Nil*	Nil
Bengal-Dooars .	*3*	†	*691*	†	*579*	†	*217*	†	*11*	†	*10*	†
Bhavnagar State	*2*	1	*2,046*	1,403	*837*	1,437	*246*	236	*Nil*	Nil	*1*	1
Bikaner State .	*11*	9	*3,706*	3,774	*(a)*	*(a)*	*900*	798	*1*	1	*51*	51
Darjeeling-Himalayan.	*5*	5	*1,515*	1,506	*171*	155	*62*	67	*20*	16	*1*	1
Dibru-Sadiya	*13*	10	*1,171*	1,134	*597*	540	*366*	331	*1*	2	*27*	27
Gaekwar's Baroda State.	*1*	Nil	*3,294*	3,291	*424*	424	*310*	303	*12*	12	*37*	37
Gondal .	*Nil*	Nil	*1,098*	996	*239*	233	*78*	87	*Nil*	Nil	*Nil*	Nil
Jaipur State .	*3*	3	*820*	824	*173*	214	*254*	235	*7*	6	*1*	3
Jamnagar-Dwarka	*Nil*	Nil	*1,031*	1,135	*24*	26	*198*	211	*Nil*	Nil	*Nil*	Nil
Junagad State .	*3*	3	*1,146*	1,181	*59*	60	*242*	233	*10*	9	*Nil*	Nil
Morvi . .	*Nil*	Nil	*907*	938	*32*	54	*73*	72	*2*	2	*Nil*	Nil
Shahdara (Delhi)-Saharanpur.	*6*	5	*303*	305	*69*	76	*249*	258	*9*	9	*6*	7
Total .	*53*	††42	*18,531*	††17,265	*3,571*	††3,587	*3,348*	††3,006	*85*	††65	*134*	††128
Class III, Total .	*29*	29	*4,349*	4,268	*2,003*	1,974	*902*	968	*16*	14	*8*	9
Railway Board & Other Railway Offices.	*51*	†††47	*5,597*	†††5,573	*846*	†††873	*1,757*	†††1,817	*56*	†††48	*130*	†††138
Grand Total .	**2,333*	2,153	**399,715*	415,347	**106,505*	107,118	**157,857*	161,577	**13,099*	13,336	**8,106*	8,520

*Revised figures.
(*a*) No distinction is observed on this Railway between Hindus— other than Depressed Classes and Hindus—Depressed classes.
† Staff of B D. Rlv. is included under E. B. Rly. in figures for 1940-41. §Staff of Central Publicity Office is included under E. I. Rly. in figures for 1940-41.
†† Excludes B. D Rly. ††† Excludes Central Publicity Office.
§ Includes staff of Argada & Talcher (Deulbera) collieries.

DIX C I.

temporary, open line, only) employed on each Railway and under the Railway Board at the 1939-40 and 1940-41.

servants employed.

Indian Christians.		Parsis.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1939-40.	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												Class I.
134	120	*1*	1	*244*	244	*16,416*	16,928	*16,456*	16,967	*16,456*	16,967	A.-B.
226	225	*2*	2	*2*	2	*28,164*	28,359	*28,250*	28,435	*28,250*	28,435	B. & N.-W.
1,183	1,309	*25*	17	*23*	38	*68,644*	70,738	*68,832*	70,894	*68,832*	70,894	B.-N.
1,624	1,744	*847*	875	*474*	500	*62,482*	66,039	*62,960*	66,298	*62,760*	66,298	B., B. & C. I.
252	266	*2*	4	*16*	14	*52,328*	55,608	*52,963*	55,740	*52,965*	55,741	E. B.
750	884	*18*	16	*18*	15	*133,061*	134,336	*133,570*	134,788	*133,575*	134,793	E. I.
3,376	3,593	*450*	460	*337*	460	*78,558*	85,880	*78,817*	86,121	*78,818*	86,121	G. I. P.
87	92	*2*	2	*8*	8	*7,899*	8,065	*7,917*	8,082	*7,918*	8,083	Jodhpur.
3,663	3,752	*51*	51	*347*	350	**46,537*	47,258	**46,662*	47,373	**46,662*	47,373	M. & S. M.
451	393	*1*	3	*102*	4	*7,433*	7,783	*7,434*	7,783	*7,434*	7,783	Mysore State.
912	939	¶	¶	*87*	86	*16,377*	17,243	*16,456*	17,310	*16,456*	17,310	N. S.
**1,245*	1,382	*57*	53	**21*	21	**102,693*	103,712	**103,082*	104,113	**103,087*	104,118	N. W.
25	32	*Nil*	Nil	*2*	2	*6,130*	6,276	*6,139*	6,284	*6,139*	6,284	R. & K.
3,733	3,857	*Nil*	Nil	*4*	4	*37,579*	39,760	*37,663*	39,832	*37,663*	39,832	S. I.
**17,661*	18,588	*1,456*	1,484	**1,735*	1,748	**664,801*	687,985	**667,001*	690,020	**667,015*	690,032	Total.
												Class II.
50	58	*Nil*	Nil	*Nil*	Nil	*1,385*	1,387	*1,391*	1,393	*1,391*	1,393	Barsi Light.
7	†	*Nil*	†	*3*	†	*1,518*	†	*1,521*	†	*1,521*	†	B. D.
39	38	*28*	28	*2*	Nil	*3,199*	3,143	*3,201*	3,144	*3,201*	3,144	B. S.
7	10	¶	¶	*Nil*	Nil	*4,665*	4,634	*4,676*	4,643	*4,676*	4,643	BK. S.
10	9	*Nil*	Nil	*11*	9	*1,790*	1,764	*1,795*	1,769	*1,795*	1,769	D. H.
35	25	¶	¶	*2*	2	*2,199*	2,061	*2,212*	2,071	*2,212*	2,071	D. S.
53	53	*12*	12	*1*	2	*4,143*	4,134	*4,144*	4,134	*4,144*	4,134	G. B. S.
5	8	*Nil*	Nil	*Nil*	Nil	*1,420*	1,324	*1,420*	1,324	*1,420*	1,324	Gondal.
2	5	*Nil*	Nil	*Nil*	Nil	*1,257*	1,287	*1,260*	1,290	*1,260*	1,290	Jaipur State.
13	14	*Nil*	Nil	*Nil*	Nil	*1,266*	1,386	*1,266*	1,386	*1,266*	1,386	J. D.
5	5	*1*	1	*2*	1	*1,465*	1,490	*1,468*	1,493	*1,468*	1,493	J. S.
2	3	*1*	1	*1*	Nil	*1,018*	1,070	*1,018*	1,070	*1,018*	1,070	Morvi.
1	2	*Nil*	Nil	*Nil*	Nil	*637*	657	*643*	662	*643*	662	S. (D.) S.
229	††230	*42*	††42	*22*	††14	*25,962*	††24,337	*26,015*	††24,379	*26,015*	††24,379	Total.
18	15	*7*	5	*15*	14	*7,318*	7,267	*7,347*	7,296	*7,347*	7,296	Cl. III Total.
137	†††160	*Nil*	Nil	*85*	†††85	*8,608*	†††8,694	*8,659*	†††8,741	*8,664*	†††8,743	R. Bd. & other R. O.
**18,045*	18,993	*1,505*	1,531	**1,857*	1,861	**706,689*	728,283	**709,022*	730,436	**709,011*	730,450	Grand Total

H75RB

¶Not furnished.

APPENDIX C—II.

Statement showing the number of servants of all races employed on Class I Railways—Open line and Construction—(excluding His Exalted Highness the Nizam's State Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants) at the close of the years 1939-40 and 1940-41.

Name of Railway.	31st MARCH 1940.											31st MARCH 1941.									
		Indians.											Indians.								
		Hindus.											Hindus.								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 3 to 10).	Total No. on the Railway (Col. 2 *plus* 11).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Columns 14 to 21).	Total No. on the Railway (Columns 13 *plus* 22).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
State Managed Railways.																						
Eastern Bengal ..	96	7,416	215	2,437	544	28	51	1	16	10,708	10,804	‡95	‡7,794	‡227	‡2,697	‡537	‡27	‡54	‡2	‡13	‡11,351	‡11,446
East Indian ..	399	16,117	316	4,479	2,205	154	226	13	8	23,518	23,917	§354	§16,321	§335	§4,656	§2,210	§157	§221	§12	§9	§23,921	§24,275
Great Indian Peninsula	151	*9,796	292	1,611	1,457	58	1,229	388	188	*15,019	*15,170	145	10,120	313	1,688	1,447	70	1,243	390	226	15,497	15,642
North Western ..	*284	*11,011	47	*7 414	*853	*1,613	*198	52	*19	*21,267	*21,491	3:9	10,716	38	7,928	778	1,652	185	47	19	21,363	21,682
Railway Board and Miscellaneous Offices.	6	2,133	51	474	47	74	66	*Nil*	8	2,856	2,862	†6	†2,148	†48	†511	†40	†78	†73	*Nil*	†6	†2,904	†2,910
Total ..	*936	*46 476	921	*16,415	*5,106	*1,927	*1,770	454	*239	*73,308	*74,244	9:9	47,099	961	17,480	5,01?	1,984	1,776	451	273	75,036	75,955
Company Managed Railways.																						
Assam Bengal ..	12	2,593	69	853	188	29	36	*Nil*	29	3,797	3,809	12	2,671	66	926	198	25	34	*Nil*	28	3,948	3,960
Bengal Nagpur¶ ..	90	8,291	60	909	1,309	107	212	8	7	10,903	10,993	67	9,502	112	1,234	1,595	180	263	10	9	12,905	12,972
B. and N. Western ..	36	3,993	126	1,248	241	5	93	2	2	5,710	5,746	31	4,072	132	1,260	249	8	96	2	2	5,821	5,852
B. B. and Central India	178	12,660	599	4,223	878	108	754	684	278	20,184	20,362	169	13,347	548	4,322	964	125	837	688	302	21,133	21,302
M. and S. Mahratta..	55	6,703	106	898	*1,306	4	635	37	134	*9,823	*9,878	50	6,700	128	915	1,296	5	660	38	133	9,875	9,925
R. and Kumaon ..	3	701	2	281	41	1	8	*Nil*	*Nil*	1,034	1,037	1	776	8	348	42	1	9	*Nil*	*Nil*	1,184	1,185
South Indian ..	33	7,539	63	693	927	*Nil*	982	*Nil*	3	10,207	10,240	24	8,107	91	731	935	*Nil*	1,086	*Nil*	3	10,953	10,977
Total ..	407	42,480	1,025	9,105	*4,390	254	2,720	731	453	*61,658	*62,065	354	45,175	1,085	9,736	5,279	344	2,925	738	477	65,819	66,173
Grand Total ..	*1,343	*88,956	1,946	*25,520	*9,996	*2,181	*4,490	1,185	*692	*134,966	*136,309	1,273	92,274	2,046	27,216	10,291	2,328	4,761	1,189	750	140,855	142,128

* Revised figures.
† Excludes Staff of C.P.O's. Office, which is included in E. I. Railway.
‡ Includes Staff of B. D. Railway which was a class II Railway in 1939-40.
§ Includes Staff of C. P. O.'s Office.
¶Includes staff of Argada & Talcher (Deulbera) collieries.

APPENDIX C.—III.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, His Exalted Highness the Nizam's State and Mysore State Railways) as on 31st March 1940 and 31st March 1941.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay His Exalted Highness the Nizam's State

Railway system.	Year.	I.—Gazetted Officers.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal *	*1939-40*	*123*	*17,95,136*	*3,27,543*	*5,593*	*1,20,353*	*74,053*	*23,22,678*
	1940-41	124	17,71,953	1,71,809	7,720	1,43,550	60,360	21,55,392
East Indian†	*1939-40*	*232*	*41,43,149*	*5,17,619*	*31,588*	*2,95,453*	*1,99,951*	*51,87,760*
	1940-41	257	39,49,175	4,51,054	9,448	2,97,755	2,51,707	49,59,139
Great Indian Peninsula	*1939-40*	*210*	*33,13,613*	*3,56,637*	*34,352*	*2,89,615*	*3,24,965*	*43,19,182*
	1940-41	201	31,73,276	2,42,876	21,849	2,86,631	1,50,766	38,75,398
North Western	*1939-40*	*277*	*41,65,428*	*1,61,972*	*14,588*	*2,30,203*	*1,43,512*	*47,15,703*
	1940-41	249	38,22,976	1,54,482	20,232	2,21,294	1,98,921	44,17,905
Railway Board and Miscellaneous Offices. §	*1939-40*	*83*	*17,19,897*	*65,898*	*8,685*	*84,664*	*18,261*	*18,97,405*
	1940-41	80	17,35,804	54,843	4,988	1,04,226	38,546	19,38,407
Total*	*1939-40*	*975*	*1,51,37,223*	*14,29,669*	*94,806*	*10,20,288*	*7,60,742*	*1,84,42,728*
	1940-41	911	1,44,53,184	10,75,064	64,237	10,53,456	7,00,300	1,73,46,241
COMPANY-MANAGED.								
Assam Bengal	*1939-40*	*60*	*8,55,231*	*34,666*	*7,238*	*71,605*	*37,078*	*10,05,818*
	1940-41	61	8,21,583	30,347	12,312	70,594	48,225	9,83,061
Bengal and North Western	*1939-40*	*73*	*9,55,960*	*38,271*	*8,759*	*83,071*	*22,125*	*11,08,186*
	1940-41	69	9,38,916	37,520	—855	83,342	71,936	11,30,859
Bengal Nagpur¶	*1939-40*	*194*	*27,61,658*	*2,03,853*	*8,333*	*2,34,855*	*1,14,890*	*33,23,589*
	1940-41	189	26,04,367	1,69,480	12,896	2,31,786	1,64,242	31,82,771
Bombay, Baroda and Central India.	*1939-40*	*176*	*24,47,183*	*2,23,496*	*23,100*	*2,09,936*	*1,30,819*	*30,34,534*
	1940-41	168	23,75,994	1,71,980	30,868	1,99,787	3,33,670	31,12,299
Madras and Southern Mahratta	*1939-40*	*136*	*20,68,223*	*90,361*	*10,663*	*1,79,602*	*50,725*	*23,99,574*
	1940-41	134	20,05,257	90,520	18,845	1,76,103	95,189	23,85,914
Rohilkund and Kumaon	*1939-40*	*14*	*1,61,564*	*7,907*	*—937*	*14,627*	*5,208*	*1,88,369*
	1940-41	14	1,67,097	7,425	585	13,925	1,742	1,90,774
South Indian	*1939-40*	*127*	*16,32,192*	*58,291*	*14,649*	*1,10,034*	*71,222*	*19,16,388*
	1940-41	124	16,18,987	54,697	6,566	1,31,947	1,03,255	19,15,452
Total	*1939-40*	*780*	*1,08,82,011*	*6,56,845*	*71,805*	*9,33,730*	*4,32,067*	*1,29,76,458*
	1940-41	759	1,05,32,201	5,61,969	81,217	9 07,484	8,18,259	1,29,01,130
Grand Total*	*1939-40*	*1,755*	*2,60,19,234*	*20,86,514*	*1,66,611*	*19,54.018*	*11,92,809*	*3,14,19,186*
	19 40-41	1,670	2,49,85,385	16,37,033	1,45,454	19,60,940	15,18,559	3,02,47,371

*Figures for 1940-41 include B. D. Ry, which was a class II Ry. in 1939-40.
†Figures for 1940-41 include Central Publicity Office which used to be included in misc. offices.
‡ Revised figures. § Figures for 1940-41 exclude Central Publicity Office.
‡‡Please see remarks at page 256.
¶ Includes staff of Argada & Talcher (Deulbera) collieries.

DIX C—III.

categories (open line and construction) employed on Class I Railways (excluding Jodhpur, Mysore State and Railways), as on 31st March 1940 and 31st March 1941.

II.—Subordinates drawing pay Rs. 250 per mensem or over or on scales of pay rising to Rs. 250 per mensem.							
Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
409	*18,01,041*	*74,219*	*3,623*	*1,40,601*	*1,03,930*	*21,23,417*	Eastern Bengal.*
432	17,83,832	75,966	444	1,48,098	1,01,415	21,09,755	
1,847	*89,77,73*	*2,54,506*	*5,528*	*7,48,144*	*4,72,508*	*1,04,58,416*	East Indian.†
1,837	85,49,236	2,50,835	4,870	7,12,436	3,79,181	98,96,558	
1,207	*54,18,285*	*2,54,650*	*3,543*	*5,43,672*	*2,52,161*	*64,72,311*	Great Indian Peninsula.
1,157	53,83,819	2,54,887	5,336	5,36,119	3,66,354	65,46,515	
‡1,315	*‡54,93,976*	*‡2,10,260*	*5,901*	*4,62,237*	*3,38,359*	*‡65,10,733*	North Western.
1,251	53,87,508	2,10,915	8,196	4,50,429	3,57,412	64,14,460	
259	*9,09,559*	*‡98,069*	*‡..*	*57,425*	*12,691*	*10,77,744*	Railway Board and Miscellaneous Offices. §
254	9,28,542	46,725	..	71,867	2,846	10,49,980	
‡5,037	*‡2,26,00,594*	*‡8,91,704*	*18,595*	*19,52,079*	*11,79,649*	*‡2,66,42,621*	Total.*
4,931	2,20,32,937	8,39,328	18,846	19,18,949	12,07,208	2,60,17,268	
							COMPANY-MANAGED.
111	*4,46,036*	*27,463*	*1,400*	*37,362*	*19,750*	*5,32,011*	Assam Bengal.
113	4,38,813	32,652	..	38,032	12,600	5,22,097	
122	*4,41,987*	*33,368*	..	*36,984*	*8,950*	*5,21,289*	Bengal and North Western.
121	4,54,647	27,772	..	37,623	47,535	5,67,577	
858	*29,80,748*	*95,848*	..	*2,45,645*	*1,93,195*	*35,15,436*	Bengal Nagpur.¶
968	38,51,297	1,41,502	..	3,23,958	2,32,665	45,49,422	
939	*39,96,182*	*1,92,048*	*8,551*	*3,45,764*	*3,49,604*	*48,92,149*	Bombay, Baroda and Central India.
939	40,27,715	1,96,830	3,686	3,40,401	2,71,852	48,40,484	
265	*12,13,979*	*56,187*	*2,875*	*1,00,792*	*1,32,752*	*15,06,585*	Madras and Southern Mahratta.
266	12,02,877	56,468	1,131	97,105	1,30,721	14,88,302	
23	*89,174*	*6,483*	..	*7,431*	..	*1,03,088*	Rohilkund and Kumaon.
24	83,632	7,420	..	6,969	..	98,021	
254	*11,37,653*	*24,912*	*1,014*	*94,914*	*1,77,863*	*14,36,356*	South Indian.
256	10,91,258	28,376	1,975	90,575	1,20,371	13,32,555	
2,572	*1,03,05,759*	*4,36,309*	*13,840*	*8,68,892*	*8,82,114*	*1,25,06,914*	Total.
2,687	1,11,50,239	4,91,020	6,792	9,34,663	8,15,744	1,33,98,458	
‡7,609	*‡3,29,06,353*	*‡13,28,013*	*‡32,435*	*28,20,971*	*20,61,763*	*‡3,91,49,535*	Grand Total.*
7,618	3,31,83,176	13,30,348	25,638	28,53,612	20,22,952	3,94,15,726	

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories His Exalted Highness the Nizam's State Railways),

Railway system.	Year.	III.—Subordinates on scales of pay rising to Rs. 30 per mensem and over but below Rs. 250.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ††	Gratuity. ††	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal*	*1939-40*	*9,325*	*90,51,325*	*4,44,605*	..	*7,19,194*	*3,45,260*	*1,05,60,384*
	1940-41	9,884	92,11,130	3,56,410	..	7,48,759	4,16,802	1,07,33,101
East Indian†	*1939-40*	*‡21,571*	*2,20,64,217*	*6,15,234*	..	*12,62,584*	*8,26,989*	*2,47,69,024*
	1940-41	21,887	2,18,80,517	7,20,102	..	12,24,684	10,06,207	2,48,31,510
Great Indian Peninsula	*1939-40*	*‡13,608*	*1,57,75,559*	*10,06,878*	..	*13,22,109*	*4,25,829*	*1,85,30,375*
	1940-41	14,061	1,57,61,859	10,34,363	..	13,23,571	5,62,306	1,86,82,099
North Western	*1939-40*	*‡17,757*	*‡1,99,40,864*	*‡10,13,543*	..	*15,60,347*	*8,33,688*	*‡2,33,48,442*
	1940-41	17,880	1,93,37,606	9,76,260	..	15,36,689	8,43,420	2,26,93,975
Railway Board and Miscellaneous Offices.§	*1939-40*	*2,351*	*21,90,797*	*15,641*	..	*1,74,469*	*30,641*	*24,11,548*
	1940-41	2,419	21,98,740	11,502	..	1,73,874	58,409	24,42,525
Total*	1939-40	‡64,612	‡6 90,22,762	‡30,95,901	..	*50,38,703*	*24,62,407*	‡7,96,19,773
	1940-41	66,131	6,83,89,852	30,98,637	..	50,07,577	28,87,144	7,93,83,210
COMPANY-MANAGED.								
Assam Bengal	*1939-40*	*3,603*	*25,82,758*	*1,07,182*	..	*2,16,109*	*1,09,660*	*30,15,709*
	1940-41	3,756	27,05,547	1,60,536	..	2,13,953	1,18,520	31,98,556
Bengal and North Western	*1939-40*	*4,605*	*28,68,586*	*1,41,421*	..	*1,87,697*	*86,300*	*32,84,004*
	1940-41	4,713	29,84,577	1,45,484	..	1,84,315	1,39,457	34,53,833
Bengal Nagpur¶	*1939-40*	*10,135*	*1,19,02,450*	*2,58,272*	..	*9,76,460*	*3,32,351*	*1,34,69,533*
	1940-41	12,004	1,21,82,081	3,45,745	..	9,87,349	3,65,870	1,38,81,045
Bombay, Baroda and Central India.	*1939-40*	*18,072*	*1,72,79,946*	*6,96,949*	...	*14,16,939*	*5,90,453*	*1,99,84,287*
	1940-41	18,133	1,60,09,778	6,63,251	533	13,12,670	7,35,876	1,87,22,108
Madras and Southern Mahratta	*1939-40*	*‡9,512*	*86,87,251*	*4,61,712*	..	*7,28,961*	*3,79,343*	*1,02,57,267*
	1940-41	9,554	87,18,714	4,77,271	..	7,12,938	3,54,264	1,02,63,187
Rohilkund and Kumaon	*1939-40*	*1,004*	*‡4,87,128*	*54,269*	..	*44,905*	*21,567*	*6,07,869*
	1940-41	1,125	5,61,469	70,422	..	46,196	35,031	7,13,118
South India	*1939-40*	*8,585*	*70,82,109*	*1,99,112*	..	*5,68,528*	*3,22,461*	*81,72,210*
	1940-41	9,087	71,66,096	2,10,969	..	5,75,524	3,51,363	83,03,952
Total	*1939-40*	*‡55,516*	*5,08,90,228*	*19,18,917*	..	*41,39,599*	*18,42,135*	*5,87,90,879*
	1940-41	58,372	5,03,28,262	20,73,678	533	40,32,945	21,00,381	5,85,35,799
Grand Total*	*1939-40*	*‡1,20,128*	*‡11,99,12,990*	*50,14,818*	..	*91,78,302*	*43,04,542*	*‡13,84,10,652*
	1940-41	1,24,503	11,87,18,114	51,72,315	533	90,40,522	49,87,525	13,79,19,009

* Figures for 1940-41 include B. D. Ry, which was a class II Ry in 1939-40.

† Figures for 1940-41 include Central Publicity office which used to be included in misc. offices.

‡ Revised figures.

¶ Includes staff of Argada & Talcher (Deulbera) collieries.

DIX C—III—*contd.*

(open line and construction) employed on Class I Railways (excluding Jodhpur, Mysore State and as on 31st March 1940 and 31st March 1941.

Number.	IV.—Subordinates drawing scales of pay below Rs. 30 per mensem. Cost. Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ††	Gratuity. ††	Total.	Railway system.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
1,070	*3,79,949*	*9,740*	..	*20,767*	*15,209*	*4,25,665*	Eastern Bengal.*
1,130	3,86,196	10,298	..	26,333	13,866	4,36,693	
‡*499*	*1,04,791*	*276*	..	*6,008*	*81*	*1,11,156*	East Indian.†
551	92,538	518	..	5,205	12,583	1,10,844	
‡*355*	‡*1,25,585*	‡*4,731*	..	*3,064*	*4,275*	‡*1,37,655*	Great Indian Peninsula.
424	1,49,918	6,030	..	4,875	4,983	1,65,856	
‡*2,419*	‡*6,13,141*	‡*12,052*	..	*16,384*	*282*	‡*6,41,859*	North Western.
2,551	6,75,753	23,699	..	34,477	6,920	7,40,849	
252	*47,433*	*20*	..	*24*	..	*47,477*	Railway Board and Miscellaneous Offices.§
237	37,220	5	..	24	..	37,249	
‡*4,595*	‡*12,70,899*	‡*26,819*	..	*46,247*	*19,847*	‡*13,63,812*	Total.*
4,893	13,41,625	40,600	..	70,914	38,352	14,91,491	
							COMPANY-MANAGED.
95	*40,697*	*1,057*	..	*3,084*	*5,824*	*50,662*	Assam Bengal.
91	40,726	780	..	2,185	2,753	46,444	
1,019	*2,80,733*	*15,286*	..	*16,988*	*5,793*	*3,18,800*	Bengal and North Western.
1,018	2,83,034	15,117	..	16,340	8,019	3,22,560	
Nil	*Nil*	*Nil*	..	*Nil*	*Nil*	*Nil*	Bengal Nagpur.¶
Nil	*Nil*	*Nil*	..	*Nil*	*Nil*	*Nil*	
1,351	*4,26,808*	*2,515*	..	*29,489*	*9,627*	*4,68,439*	Bombay, Baroda and Central India.
2,230	5,19,764	2,722	..	28,578	5,618	5,56,682	
101	*22,831*	*296*	..	*2,050*	*556*	*25,733*	Madras and Southern Mahratta.
105	21,229	1,773	..	1,748	Nil.	24,750	
10	*1,426*	..	..	*144*	..	*1,570*	Rohilkund and Kumaon.
36	7,500	2,433	..	625	..	10,558	
1,401	*2,11,889*	*24,005*	..	*23,327*	*203*	*2,59,424*	South Indian.
1,634	3,71,947	34,040	..	17,752	1,425	4,25,164	
3,977	*9,84,384*	*43,159*	..	*75,082*	*22,003*	*11,24,628*	Total.
5,114	12,44,250	56,865	..	67,228	17,815	13,86,158	
‡*8,572*	‡*22,55,283*	‡*69,978*	..	*1,21,329*	*41,850*	‡*24,88,440*	Grand Total.*
10,007	25,85,875	97,465	..	1,38,142	56,167	28,77,649	

§ Excludes figures for Central Publicity Office in the year 1940-41.

†† Please see remarks at page 256

APPEN

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay and His Exalted Highness the Nizam's State

Railway system.	Year.	V.—Total Subordinates Staff (Total of II to IV).						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ††	Gratuity. ††	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal*	*1939-40*	*10,304*	*1,12,32,318*	*5,28,564*	*3,623*	*8,80,562*	*4,64,399*	*1,31,09,466*
	1940-41	11,446	1,13,81,158	4,42,674	444	9,23,190	5,32,083	1,32,79,549
East Indian†	*1939-40*	*23,917*	*3,11,46,738*	*8,70,016*	*5,528*	*20,16,736*	*12,99,578*	*3,53,38,596*
	1940-41	24,275	3,05,22,291	9,71,455	4,870	19,42,325	13,97,971	3,48,38,912
Great Indian Peninsula	*1939-40*	*‡15,170*	*‡2,13,19,429*	*‡12,66,259*	*3,543*	*18,68,845*	*6,82,265*	*‡2,51,40,341*
	1940-41	15,642	2,12,95,596	12,95,330	5,336	18,64,565	9,33,643	2,53,94,470
North Western	*1939-40*	*‡21,491*	*‡2,60,47,981*	*‡12,35,855*	*5,901*	*20,38,968*	*11,72,329*	*‡3,05,01,034*
	1940-41	21,682	2,54,00,867	12,10,874	8,196	20,21,595	12,07,752	2,98,49,284
Railway Board and Miscellaneous Offices.§	*1939-40*	*2,862*	*31,47,789*	*‡1,13,730*	*‡..*	*2,31,918*	*43,332*	*35,36,769*
	1940-41	2,910	31,64,502	58,232	..	2,45,765	61,2[illegible]5	35,29,754
Total*	*1939-40*	*‡74,244*	*‡9,28,94,255*	*‡40,14,424*	*‡18,595*	*70,37,029*	*36,61,903*	*‡10,76,26,206*
	1940-41	75,955	9,17,64,414	39,78,565	18,846	69,97,440	41,32,704	10,68,91,969
COMPANY-MANAGED.								
Assam Bengal	*1939-40*	*3,809*	*30,69,491*	*1,35,702*	*1,400*	*2,56,555*	*1,35,234*	*35,98,332*
	1940-41	3,960	31,85,086	1,93,968	..	2,54,170	1,33,873	37,67,097
Bengal and North Western	*1939-40*	*5,746*	*35,91,306*	*1,90,075*	..	*2,41,669*	*1,01,043*	*41,24,093*
	1940-41	5,852	37,22,308	1,88,373	..	2,38,278	1,95,011	43,43,970
Bengal Nagpur¶	*1939-40*	*10,993*	*1,48,83,198*	*3,54,120*	..	*12,22,105*	*5,25,546*	*1,69,84,969*
	1940-41	12,972	1,60,33,378	4,87,247	..	13,11,307	5,98,535	1,84,30,467
Bombay, Baroda and Central India.	*1939-40*	*20,362*	*2,17,02,936*	*8,91,512*	*8,551*	*17,92,192*	*9,49,684*	*2,53,44,875*
	1940-41	21,302	2,05,57,257	8,62,803	4,219	16,81,649	10,13,346	2,41,19,274
Madras and Southern Mahratta	*1939-40*	*‡9,878*	*99,24,061*	*5,18,195*	*2,875*	*8,31,803*	*5,12,651*	*1,17,89,585*
	1940-41	9,925	99,42,820	5,35,512	1,131	8,11,791	4,84,985	1,17,76,239
Rohilkund and Kumaon	*1939-40*	*1,037*	*5,77,728*	*60,752*	..	*52,480*	*21,567*	*7,12,527*
	1940-41	1,185	6,52,601	80,275	..	53,790	35,031	8,21,697
South Indian	*1939-40*	*10,240*	*84,31,651*	*2,48,029*	*1,014*	*6,86,769*	*5,00,527*	*98,67,990*
	1940-41	10,977	86,29,301	2,73,385	1,975	6,83,851	4,73,159	1,00,61,671
Total	*1939-40*	*‡62,065*	*6,21,80,371*	*23,98,385*	*13,840*	*50,83,573*	*27,46,252*	*7,24,22,421*
	1940-41	66,173	6,27,22,751	26,21,563	7,325	50,34,836	29,33,940	7,33,20,415
Grand Total*	*1939-40*	*‡1,36,309*	*‡15,50,74,626*	*‡64,12,809*	*‡32,435*	*1,21,20,602*	*64,08,155*	*‡18,00,48,627*
	1940-41	1,42,128	15,44,87,165	66,00,128	26,171	1,20,32,276	70,66,644	18,02,12,384

* Figures for 1940-41 include B. D. Railway, which was a class II Railway in 1939-40.
† Figures for 1940-41 include Central Publicity Office which was used to be included in Misc. Offices.
‡ Revised figures.
§ Includes staff of Argada & Talcher (Deulbra) collieries.

DIX—C III—*contd.*

categories (open line and construction) employed on Class I Railways (excluding Jodhpur, Mysore State Railways), as on 31st March 1940 and 31st March 1941.

VI.—Daily rated labour and inferior staff.							
Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ††	Gratuity. ††	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
42,038	*1,11,20,360*	*3,43,177*	..	*3,93,436*	*2,12,831*	*1,20,69,804*	Eastern Bengal.*
44,171	1,13,58,491	3,67,701	..	3,37,159	1,83,022	1,22,46,373	
1,09,422	*2,39,65,722*	*2,52,164*	..	*13,71,424*	*3,92,493*	*2,59,81,803*	East Indian.†
1,10,639	2,56,22,924	5,58,263	..	14,34,124	4,84,644	2,80,99,955	
‡63,438	*‡1,76,63,753*	*‡4,06,628*	..	*3,82,067*	*3,01,956*	*‡1,87,54,404*	Great Indian Peninsula.
70,278	1,81,07,272	4,18,695	..	3,90,026	4,67,913	1,93,83,906	
‡82,520	*‡2,67,04,172*	*‡2 38,550*	..	*5,10,607*	*5,09,700*	*‡2,79,63,029*	North Western.
82,199	2,60,42,962	2,24,376	..	4,30,466	7,49,164	2,74,46,968	
5,719	*‡9,30,866*	*11,328*	..	*3,442*	*3,873*	*‡9,49,509*	Railway Board and Miscellaneous Offices.§
5,753	9,34,257	10,565	..	4,484	2,990	9,52,296	
‡3,03,137	*‡8,03,84,873*	*‡12,51,847*	..	*26,60,976*	*14,20,853*	*‡8,57,18,549*	Total.*
3,13,040	8,20,65,906	15,79,600	..	25,96,259	18,87,733	8,81,29,498	
							COMPANY-MANAGED.
12,587	*31,98,072*	*24,775*	..	*89,444*	*19,824*	*33,32,115*	Assam Bengal.
12,946	33,64,781	55,994	..	1,00,274	11,445	35,32,494	
22,774	*32,18,785*	*31,592*	..	*1,31,565*	*95,423*	*34,77,365*	Bengal and North Western.
22,888	33,74,762	32,946	..	1,39,972	89,111	36,36,791	
57,645	*1,54,40,087*	*81,250*	..	*9,32,567*	*3,26,234*	*1,67,80,138*	Bengal Nagpur.¶
57,733	1,59,66,808	3,05,051	..	8,61,730	3,58,123	1,74,91,712	
42,223	*93,55,420*	*1,00,896*	..	*3,26,519*	*1,75,616*	*99,58,451*	Bombay, Baroda and Central India.
44,829	1,13,14,602	1,86,730	..	4,12,931	3,68,067	1,22,82,330	
36,648	*1,05,25,530*	*1,48,593*	..	*4,51,589*	*3,07,449*	*1,14,33,161*	Madras and Southern Mahratta.
37,314	1,03,79,894	5,39,874	..	4,36,489	3,22,391	1,16,78,648	
5,088	*8,41,161*	*5,095*	..	*24,368*	*10,586*	*8,81,210*	Rohilkund and Kumaon.
5,085	8,65,325	9,519	..	24,676	24,359	9,23,879	
27,357	*62,94,798*	*57,860*	..	*3,31,829*	*1,52,090*	*68,36,577*	South India.
28,732	62,32,956	52,046	..	3,34,379	1,43,721	67,63,102	
2,04,322	*4,88,73,853*	*4,50,061*	..	*22,87,881*	*10,87,222*	*5,26,99,017*	Total.
2,09,527	5,14,99,128	11,82,160	..	23,10,451	13,17,217	5,63,08,956	
‡5,07,459	*‡12,92,58,726*	*‡17,01,908*	..	*49,48,857*	*25,08,075*	*‡13,84,17,566*	Grand Total.*
5,22,567	13,35,65,034	27,61,760	..	49,06,710	32,04,950	14,44,38,454	

§ Excludes figures for Central Publicity Office in the year 1940-41.

†† Please see remarks at page 256.

APPENDIX C—III—*concld.*

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways), as on 31st March 1940 and 31st March 1941.

Railway system.	Year.	VII.—Total (I to IV and VI).						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	** Provident Fund.	*** Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal*	*1939-40*	*52,965*	*2,41,47,814*	*‡12,76,149*	*9,216*	*13,94,351*	*7,51,283*	*‡2,75,72,813*
	1940-41	55,741	2,45,11,602	‡10,52,330	8,164	14,03,899	7,75,465	†2,77,51,460
East Indian§	*1939-40*	*1,33,621*	*5,92,55,609*	*16,39,799*	*37,116*	*36,83,613*	*18,92,022*	*6,55,08,159*
	1940-41	1,35,171	6,00,94,390	19,80,772	14,318	36,74,204	21,34,322	6,78,98,006
Great Indian Peninsula	*1939-40*	*78,818*	*‡4,22,96,795*	*‡20,29,524*	*37,895*	*25,40,527*	*13,09,186*	*‡4,82,13,927*
	1940-41	86,121	4,25,76,144	19,56,901	27,185	25,41,222	15,52,322	4,86,53,774
North Western	*1939-40*	*‡1,04,288*	*‡5,69,17,581*	*‡16,36,377*	*20,489*	*27,79,778*	*18,25,541*	*‡6,31,79,766*
	1940-41	1,04,130	5,52,66,805	15,89,732	28,428	26,73,355	21,55,837	6,17,14,157
Railway Board and Miscellaneous Offices.‡‡	*1939-40*	*8,664*	*‡57,98,552*	*‡1,90,956*	*‡8,685*	*3,20,024*	*65,466*	*‡63,83,683*
	1940-41	8,743	58,34,563	1,23,640	4,988	3,54,475	1,02,791	64,20,457
Total*	*1939-40*	*‡3,78,356*	*13,84,16,354*	*‡†67,66,805*	*‡1,13,401*	*1,07,18,293*	*58,43,498*	*‡ †21,18,58,348*
	1940-41	3,89,906	18,82,83,504	†67,03,375	83,083	1,06,47,155	67,20,737	†21,24,37,854
COMPANY-MANAGED.								
Assam Bengal	*1939-40*	*16,456*	*71,22,794*	*1,95,143*	*8,638*	*4,17,604*	*1,92,136*	*79,36,315*
	1940-41	16,967	73,71,450	2,80,309	12,312	4,25,038	1,93,543	82,82,652
Bengal and North Western	*1939-40*	*28,593*	*77,66,051*	*2,59,938*	*8,759*	*4,56,305*	*2,18,591*	*87,09,644*
	1940-41	28,809	80,35,986	2,58,839	—855	4,61,592	3,56,058	91,11,620
Bengal Nagpur¶	*1939-40*	*68,832*	*3,30,84,943*	*6,39,223*	*8,333*	*23,89,527*	*9,66,670*	*3,70,88,696*
	1940-41	70,894	3,46,04,553	9,61,778	12,896	24,04,823	11,20,900	3,91,04,950
Bombay, Baroda and Central India.	*1939-40*	*62,761*	*3,35,05,539*	*12,15,904*	*31,651*	*23,28,647*	*12,56,119*	*3,83,37,860*
	1940-41	66,299	3,42,47,853	12,21,513	35,087	22,94,367	17,15,083	3,95,13,903
Madras and Southern Mahratta	*1939-40*	*‡46,662*	*2,25,17,814*	*7,57,149*	*13,538*	*14,62,994*	*8,70,825*	*2,56,22,320*
	1940-41	47,373	2,23,27,971	11,65,906	19,976	14,24,333	9,02,565	2,58,40,801
Rohilkund and Kumaon	*1939-40*	*6,139*	*15,80,453*	*73,754*	*—937*	*91,475*	*37,361*	*17,82,106*
	1940-41	6,284	16,85,023	97,219	585	92,391	61,132	19,36,350
South Indian	*1939-40*	*37,724*	*1,63,58,641*	*3,64,180*	*15,663*	*11,58,632*	*7,23,839*	*1,86,20,955*
	1940-41	39,833	1,64,81,244	3,80,128	8,541	11,50,177	7,20,135	1,87,40,225
Total	*1939-40*	*‡2,67,167*	*12,19,36,235*	*35,05,291*	*85,645*	*83,05,134*	*42,65,541*	*13,80,97,896*
	1940-41	2,76,459	12,47,54,080	43,65,692	88,542	82,52,771	50,69,416	14,25,30,501
Grand Total*	*1939-40*	*‡6,45,523*	*‡31,03,52,586*	*‡‡1,02,72,096*	*‡1,99,046*	*1,90,23,477*	*1,01,09,039*	*† ‡34,99,56,244*
	1940-41	6,66,365	31,30,37,584	†1,10,69,067	1,71,625	1,88,99,926	1,17,90,153	†35,49,68,355

*Figures for 1940-41 include B. D. Rly, which was a class II Rly in 1939-40.

† Includes grant-in-aid to Railway Schools and Railway employees—

1940 .. .. Rs. 70,865

1941 .. .. „ 70,146

‡ Revised figures.

NOTE—** Provident Fund :—This represents the accrued liability debited against working expenses and not the provident fund paid out to retiring etc., railway servants, which latter is a debit to the provident fund.

*** Gratuity :—This represents the sums actually paid out to retiring etc. railway servants during the year.

§ Figures for 1940-41 include Central Publicity Office which was used to be included in Misc. Offices.

‡‡ Exclude figures for Central Publicity Office in the year 1940-41.

¶ Includes staff of Argada & Tatcher (Deulbera) collieries.

APPENDIX C—IV.

(a)—Gazetted Officers.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1941 as compared with 31st March 1940.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Total.	
	1940.	1941.	1940.	1941	1940.	1941.	1940.	1941.	1940.	1941	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department—*																										
1·01. Europeans	2	2	4	5	3	3	8	8	2	..	3	3	5	4	4	3	5	4	1	1	3	3	1	1	41	37
1·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	..	..	3	2	..	..	1	1	5	8	4	3	..	..	..	..	..	..	..	..	3	3	..	..	16	17
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	..	..	1	1	..	1	..	..	..	1	2	2	..	..	..	..	..	..	3	5
(c) Anglo-Indians and domiciled Europeans	..	1	..	..	..	..	..	1	1	..	2	2	2	1	..	..	2	2	..	..	1	1	..	..	8	8
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(e) Indian Christians	..	..	..	..	..	..	1	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	1
(f) Parsis	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	..	1	3	2	..	..	2	2	7	9	7	7	3	2	..	1	4	4	..	..	4	4	..	..	30	32
1·03. Grand Total	2	3	7	7	3	3	10	10	9	9	10	10	8	6	4	4	9	8	1	1	7	7	1	1	71	69
2. *Accounts Department—*																										
2·01. Europeans	2	2	6	5	5	4	4	4	..	..	3	1	3	2	5	5	..	..	1	1	3	3	1	1	33	28
2·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	3	3	4	4	2	3	3	3	5	4	10	8	5	6	1	2	7	6	2	2	5	5	5	7	52	53
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	2	1	..	2	1	..	..	..	1	1	4	4	..	..	1	1	1	1	10	10
(c) Anglo-Indians and domiciled Europeans	2	1	3	3	..	..	2	2	..	..	4	2	2	2	1	1	..	..	..	..	1	1	..	..	15	12
(d) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	3	3
(e) Indian Christians	..	..	..	..	1	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	1	1	..	..	2	3
(f) Parsis	..	..	..	..	..	..	2	2	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	5	5
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	5	4	8	8	3	4	9	8	5	6	15	10	8	10	5	6	13	12	2	2	8	8	6	8	87	86
2·03. Grand Total	7	6	14	13	8	8	13	12	5	6	18	11	11	12	10	11	13	12	3	3	11	11	7	9	120	114

APPENDIX C—IV—contd.

(a)—Gazetted Officers—contd.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1941 as compared with 31st March 1940—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Total.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
3. *Engineering Department*—																										
3·01. Europeans	7	8	28	25	16	13	23	20	11	13	25	25	27	27	17	17	31	22	2	2	18	18	10	8	215	198
3·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	8	8	11	12	3	2	16	13	16	16	33	31	12	12	19	19	55	51	..	..	19	18	2	3	194	185
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	2	2	4	6	3	3	5	4	2	1	4	3	6	7	1	1	11	14	1	1	3	3	1	1	43	46
(c) Anglo-Indians and domiciled Europeans	1	2	11	10	..	1	1	2	3	2	8	7	2	3	1	1	11	8	2	1	1	1	1	2	42	40
(d) Sikhs	1	1	..	..	4	4	..	..	..	..	1	1	..	..	..	..	6	7	..	..	..	..	..	..	12	13
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	6	5	2	2	1	1	..	..	1	1	..	..	10	9
(f) Parsis	..	..	1	..	..	..	2	3	..	1	1	..	2	1	1	1	..	..	..	..	..	..	..	..	7	6
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	12	13	27	28	10	10	24	22	21	20	47	42	28	28	24	24	84	81	3	2	24	23	4	6	308	299
3·03. Grand Total	19	21	55	53	26	23	47	42	32	33	72	67	55	55	41	41	115	103	5	4	42	41	14	14	523	497
4. *Transportation*—																										
4·01. Europeans	5	4	20	20	9	10	21	19	10	9	24	19	29	25	15	14	24	22	1	1	4	3	7	6	169	152
4·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	4	3	16	16	3	3	9	8	15	16	14	14	10	9	9	9	12	10	..	..	9	11	2	3	103	102
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	3	3	11	11	3	3	7	7	2	3	5	8	4	4	1	1	8	9	1	1	2	1	..	..	47	51
(c) Anglo-Indians and domiciled Europeans	1	1	5	5	1	..	..	1	5	5	10	10	2	1	4	4	7	8	1	1	3	3	1	..	40	39
(d) Sikhs	..	..	1	1	..	..	1	1	..	..	2	2	..	..	2	2	5	5	..	..	..	..	..	..	11	11
(e) Indian Christians	..	..	1	1	..	..	4	5	..	1	1	1	1	1	2	2	1	1	..	..	1	1	..	..	11	13
(f) Parsis	1	1	..	..	..	..	2	2	..	..	..	1	1	..	1	1	..	..	..	..	..	..	..	..	5	5
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	9	8	34	34	7	6	23	24	22	25	32	36	18	15	19	19	33	33	2	2	15	16	3	3	217	221
4·03. Grand Total	14	12	54	54	16	16	44	43	32	34	56	55	47	40	34	33	57	55	3	3	19	19	10	9	386	373

5. Commercial—																												
5·01. Europeans	3	3	Included under Transportation.		2	1	Included under Transportation.				7	5	9	8	Included under Transportation.						2	2	..	..	23	19
5·02. Indians—																												
(a) Hindus																												
Other than Depressed classes	2	3			..	..					7	9	12	15							7	5	..	..	28	32
Depressed classes	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(b) Muslims	..	..			1	1					1	..	1	1							..	..	..	..	3	2
(c) Anglo-Indians and domiciled Europeans	1	1			..	1					3	3	2	3							2	2	..	..	8	10
(d) Sikhs	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(e) Indian Christians	..	..			..	..					..	..	1	1							..	..	..	..	1	1
(f) Parsis	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(g) Other communities	..	..			..	..					..	..	..	..							..	..	..	..	..	..
(h) Total	3	4			1	2					11	12	16	20							9	7	..	..	40	45
5·03. Grand Total	6	7			3	3					18	17	25	28							11	9	..	..	63	64
6. Mechanical Engineering—																												
6·01. Europeans	6	5	20	20	11	11	19	18	10	9	25	23	12	11	17	14	34	25	1	2	11	11	6	7	172	156
6·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	1	2	8	8	..	..	10	9	8	6	19	14	2	2	6	7	6	7	..	..	5	5	1	..	66	60
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	1	..	..	1	1	2	2	1	1	3	1	..	..	..	..	6	6	..	..	..	..	..	..	14	12
(c) Anglo-Indians and domiciled Europeans	..	..	9	8	..	..	..	..	4	4	5	3	1	1	1	1	1	2	..	..	..	..	..	..	21	19
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(e) Indian Christians	..	..	..	..	..	..	..	..	1	2	2	2	1	2	..	..	2	2	..	..	..	..	..	..	6	8
(f) Parsis	..	..	1	1	..	..	..	..	..	..	1	1	1	2	1	1	..	..	..	..	..	..	..	..	4	5
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	2	3	18	17	1	1	12	11	14	13	30	21	5	7	8	9	16	18	..	..	5	5	1	..	112	105
6·03. Grand Total	8	8	38	37	12	12	31	29	24	22	55	44	17	18	25	23	50	43	1	2	16	16	7	7	284	261
7. Stores Department—																												
7·01. Europeans	1	1	3	3	2	1	6	6	2	2	6	5	6	4	5	5	4	4	..	..	3	3	..	..	38	34
7·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	..	..	3	3	..	..	1	1	2	2	4	4	..	..	2	2	2	2	..	..	3	3	..	..	17	17
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	1	..	..	2	..	..	..	..	..	..	..	5	2
(c) Anglo-Indians and domiciled Europeans	..	..	2	2	..	..	..	..	3	3	2	3	1	1	..	..	..	..	..	..	1	1	..	..	9	10
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	1	..	..	..	..	..	..	1	2
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis	..	..	..	..	..	..	1	1	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	3	3
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	..	..	5	5	..	..	3	3	5	5	7	8	4	3	3	3	4	3	..	..	4	4	..	..	35	34
7·03. Grand Total	1	1	8	8	2	1	9	9	7	7	13	13	10	7	8	8	8	7	..	..	7	7	..	..	73	68

(*a*)—**Gazetted Officers**—concld.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on the 31st March 1941 as compared with 31st March 1940—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		B. & K.		S. I.		Rly. Board and Miscellaneous offices.		Total.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940	1941.	1940.	1941.	1940.	1941.	1940.	1941.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
8. *Electrical*—																										
8·01. Europeans					1	1	8	7	2	2	4	4	13	11	4	4	5	4	..	..	3	2	..	..	39	35
8·02. Indians—																										
(*a*) Hindus																										
Other than Depressed classes					..	..	3	3	2	2	6	6	4	5	4	4	4	2	..	..	3	4	..	..	26	26
Depressed classes					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	Included under Mechanical Engineering				..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	2	2
(*c*) Anglo-Indians and Domiciled Europeans					..	..	1	..	..	..	1	1	3	3	..	..	..	..	..	..	1	1	..	..	5	6
(*d*) Sikhs					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other communities					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total					..	..	3	4	2	2	7	7	9	10	4	4	4	2	..	..	4	5	..	..	33	34
8·03. Grand Total					1	1	11	11	4	4	11	11	21	21	8	8	9	6	..	..	7	7	..	..	72	69
9. *Other Departments*—																										
9·01. Europeans	2	2	11	8	2	2	3	4	2	2	9	9	3	2	3	3	3	2	..	..	4	4	20	18	62	56
9·02. Indians—																										
(*a*) Hindus—																										
Other than Depressed classes	1	1	5	7	..	..	2	2	5	4	10	10	6	6	1	1	4	4	1	1	2	2	11	14	48	52
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	2	2	..	..	..	..	1	..	5	4
(*c*) Anglo-Indians and domiciled Europeans	..	..	1	1	..	..	..	..	1	1	3	3	3	3	..	..	1	1	..	..	1	1	4	3	14	13
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	1	1	1	..	..	..	..	1	1	..	..	..	..	2	2	5	6
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	1	1	4	4
(*f*) Parsis	..	..	..	..	..	..	4	4	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	6	6
(*g*) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*h*) Total	1	1	7	9	..	..	8	8	6	6	15	15	12	12	3	3	8	8	1	1	3	3	19	20	83	86
9·03. Grand Total	3	3	18	17	2	2	11	12	8	8	24	24	15	14	6	6	11	10	1	1	7	7	39	38	145	142

10. TOTAL																												
10·01. Europeans	28	27	92	86	51	46	92	86	39	37	106	94	106	94	70	65	106	83	6	7	51	49	45	41	792	715
10·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	19	20	50	52	8	8	45	40	58	58	107	99	51	55	42	44	90	82	3	3	56	56	21	27	550	544
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	6	6	15	17	8	8	18	16	6	8	15	14	15	15	3	4	35	37	2	2	6	5	3	2	132	134
(c) Anglo-Indians and domiciled Europeans	5	6	31	29	1	2	3	7	17	15	38	34	18	18	7	7	22	21	3	2	11	11	6	5	162	157
(d) Sikhs	1	1	3	3	4	4	1	1	..	1	5	5	..	..	2	2	15	17	..	..	..	..	2	2	33	36
(e) Indian Christians	..	..	1	1	1	1	5	5	1	3	3	3	11	12	6	6	4	4	..	..	3	3	1	1	36	39
(f) Parsis	1	1	2	1	..	..	11	12	..	1	3	3	8	7	6	6	..	..	..	..	..	..	..	..	31	31
(g) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(h) Total	32	34	102	103	22	23	84	82	82	86	171	158	103	107	66	69	166	161	8	7	76	75	33	37	945	942
10·03. GRAND TOTAL	60	61	194	189	73	69	176	168	121	123	277	252	209	201	136	134	272	244	14	14	127	124	78	78	1,737	1,657
10·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	60	61	194	189	73	69	176	168	123	124	282	257	210	201	136	134	277	249	14	14	127	124	83	80	1,755	1,670
11. *Increase* (+) *and decrease* (—)																										
11·01. Europeans	..	—1	..	—6	..	—5	..	—6	..	—2	..	—12	..	—12	..	—5	..	—23	..	+1	..	—2	..	—4	..	— 77
11·02. Indians—																										
(a) Hindus—																										
Other than Depressed classes	..	+1	..	+2	..	..	..	—5	..	..	..	—8	..	+4	..	+2	..	—8	..	..	..	..	..	+6	..	—6
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	+2	..	..	..	—2	..	+2	..	—1	..	..	..	+2	..	+2	..	..	..	—1	..	—1	..	+2
(c) Anglo-Indians and domiciled Europeans	..	+1	..	—2	..	+1	..	+4	..	—2	..	—4	..	..	..	..	..	—1	..	—1	..	..	..	—1	..	— 5
(d) Sikhs	..	..	..	..	..	..	..	..	..	+1	..	..	..	..	..	..	..	+2	..	..	..	..	..	..	..	+3
(e) Indian Christians	..	..	..	..	..	..	..	..	..	+2	..	..	..	+1	..	..	..	..	..	..	..	..	..	..	..	+3
(f) Parsis	..	..	..	—1	..	..	..	+1	..	+1	..	..	..	—1	..	..	..	..	..	..	..	..	..	..	..	..
(g) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	..	+2	..	+1	..	+1	..	—2	..	+4	..	—13	..	+4	..	+3	..	—6	..	—1	..	—1	..	+4	..	—3
11·03. GRAND TOTAL	..	+1	..	—5	..	—4	..	—8	..	+2	..	—25	..	—8	..	—2	..	—28	..	..	..	—3	..	..	..	—89
12 *Percentage of Total*—																										
12·01. Europeans	46·6	44·3	47·4	45·5	69·9	66·6	52·3	51·2	32·2	30·1	38·3	37·7	50·7	46·8	51·5	48·5	38·9	34·0	42·9	50·0	40·1	39·5	57·7	52·5	45·6	43·1
12·02 Indians—																										
(a) Hindus—																										
Other than Depressed classes	31·7	32·8	25·8	27·5	10·9	11·6	25·6	23·8	47·9	47·2	38·6	39·3	24·4	27·3	30·9	32·8	33·1	33·6	21·4	21·4	44·1	45·2	26·9	34·6	31·6	32·8
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	10·0	9·8	7·7	9·0	10·9	11·6	10·2	6·5	5·0	6·5	5·4	5·5	7·2	7·5	2·2	3·6	12·9	15·2	14·3	14·3	4·7	4·0	3·8	2·6	7·6	8·1
(c) Anglo-Indians and domiciled Europeans	8·3	9·8	16·0	16·4	1·4	2·9	1·7	4·2	14·1	12·2	13·7	13·5	8·6	8·9	5·1	5·2	8·1	8·6	21·4	14·3	8·7	8·9	7·7	6·4	9·3	9·5
(d) Sikhs	1·7	1·6	1·6	1·6	5·5	5·8	0·6	0·6	..	0·8	1·8	2·0	..	..	1·5	1·5	5·5	7·0	..	..	..	..	2·6	2·6	1·9	2·2
(e) Indian Christians	..	..	0·5	0·5	1·4	1·5	2·8	3·0	0·8	2·4	1·1	1·2	5·3	6·0	4·4	4·5	1·5	1·6	..	..	2·4	2·4	1·3	1·3	2·1	2·3
(f) Parsis	1·7	1·7	1·0	0·5	..	..	0·2	7·1	..	0·3	1·1	1·2	3·8	3·5	4·4	4·5	..	..	..	..	..	..	..	..	1·8	1·9
(g) Other Communities	..	..	..	..	..	..	0·6	0·6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0·1	0·1

(*b*)—**Senior Subordinates.**

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1941 as compared with 31st March 1940.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1. *Agency Department*—																								
1·01. Europeans	..	..	..	..	..	..	1	..	2	2	..	..	..	..	..	..	3	..	..	..	..	..	6	2
1·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	8	9	2	1	11	11	16	16	13	11	1	1	3	3	6	11	..	..	4	3	64	66
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	2	..	..	1	1	..	..	..	..	2	7	1	..	..	..	5	10
(*c*) Anglo-Indians and domiciled Europeans	1	2	..	2	1	1	3	3	..	..	3	1	1	1	1	1	1	3	..	1	1	1	12	16
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2
(*e*) Indian Christians	..	1	..	..	..	..	2	2	..	..	..	..	3	2	..	..	2	..	..	..	..	..	7	5
(*f*) Parsis	..	..	..	..	..	..	3	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1
(*g*) Other communities	..	..	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(*h*) Total	1	3	8	11	3	2	20	19	17	17	17	13	6	5	4	4	11	23	1	1	5	4	93	102
1·03. Grand Total	1	3	8	11	3	2	21	19	19	19	17	13	6	5	4	4	14	23	1	1	5	4	99	104
2 *Accounts Department*—																								
2·01. Europeans	..	..	..	..	..	..	..	1	..	..	6	5	..	..	..	..	..	..	..	..	..	..	..	6
2·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	9	9	31	24	6	5	24	24	24	23	53	58	20	23	8	6	52	54	1	1	17	16	245	243
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	1	1	1	1	2	..	..	8	7	1	..	..	..	19	16	1	1	1	1	33	29
(*c*) Anglo-Indians and domiciled Europeans	2	1	20	18	7	6	15	15	6	6	6	5	11	10	9	9	2	2	..	..	3	3	81	75
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	8	8	..	..	..	..	10	8
(*e*) Indian Christians	..	..	1	..	..	..	..	..	..	..	..	..	2	2	..	1	..	..	..	..	..	..	3	3
(*f*) Parsis	..	..	..	..	..	..	6	5	..	..	..	..	..	..	2	2	..	..	..	..	..	..	8	7
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	..	..	..	..	2	1
(*h*) Total	11	10	53	43	14	12	46	46	30	29	68	70	37	36	19	18	81	80	2	2	21	20	382	366
2·03. Grand Total	11	10	53	43	14	12	46	47	30	29	74	75	37	36	19	18	81	80	2	2	21	20	388	372

3. Engineering Department—																								
3·01 Europeans	1	1	3	4	3	3	6	6	2	3	24	20	8	8	4	4	29	22	..	..	2	1	78	72
3·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	11	11	51	19	7	7	77	90	36	39	130	125	63	69	23	22	97	90	1	1	13	11	509	514
Depressed classes	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
(*b*) Muslims	4	4	5	3	3	3	8	8	4	3	11	16	12	10	1	1	65	63	..	..	2	1	115	112
(*c*) Anglo-Indians and domiciled Europeans	5	5	35	33	11	12	12	13	17	16	65	68	54	51	14	14	38	32	3	4	14	14	268	262
(*d*) Sikhs	3	1	7	3	..	..	1	2	2	2	4	5	7	5	..	..	28	27	..	..	..	..	52	45
(*e*) Indian Christians	..	..	11	5	..	..	1	1	1	1	3	2	10	5	3	3	*3	2	..	..	4	4	*6	23
(*f*) Parsis	..	..	..	..	..	..	18	19	..	..	..	..	8	9	2	2	1	1	..	..	..	..	29	31
(*g*) Other communities	..	..	..	..	..	..	4	5	..	..	2	2	3	1	..	..	*2	1	..	..	..	..	*11	9
(*h*) Total	24	22	110	94	21	22	121	138	60	61	215	218	157	150	43	42	234	216	4	5	33	30	1,022	998
3·03. Grand Total	25	23	113	98	24	25	127	144	62	64	241	238	165	158	47	46	254	238	4	5	35	31	1,097	1,070
4. Transportation—																								
4·01. Europeans	1	1	15	11	2	4	13	13	15	16	30	45	41	41	..	..	69	72	..	..	2	..	208	203
4·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	4	4	87	115	6	6	76	79	30	39	76	79	62	53	4	5	84	88	1	1	3	6	433	475
Depressed classes	..	..	1	1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	3	3
(*b*) Muslims	1	1	10	14	1	1	8	8	..	1	9	8	13	15	..	..	47	48	..	..	..	..	89	96
(*c*) Anglo-Indians and domiciled Europeans	24	25	55	137	15	14	23	29	38	37	151	149	406	376	18	19	60	39	5	5	5	6	800	827
(*d*) Sikhs	1	..	6	6	..	..	..	..	3	3	2	2	1	1	..	..	16	17	..	..	..	..	29	29
(*e*) Indian Christians	1	2	9	1	..	..	4	4	1	..	2	2	37	30	..	..	6	7	..	..	..	..	60	46
(*f*) Parsis	..	..	..	..	..	..	16	13	..	..	1	2	11	12	..	..	14	13	..	..	..	..	42	40
(*g*) Other communities	..	..	..	..	..	..	3	3	..	..	1	1	11	12	1	1	1	4	..	..	..	..	17	21
(*h*) Total	31	32	168	274	22	21	130	127	72	80	242	243	542	509	23	25	228	216	6	6	9	13	1,473	1,537
4·03. Grand Total	32	33	183	285	24	25	143	140	87	96	292	288	583	541	23	25	297	283	6	6	11	13	1,681	1,740
5. Commercial—																								
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.				10	9	..	..	Included under Transportation.		3	3	Included under Transportation.		..	..	13	12
5·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	5	5			2	2					43	53	23	20			21	15			6	7	100	102
Depressed classes	..	..			..	..					..	..	..	..			..	..			..	..	..	..
(*b*) Muslims	..	..			1	1					7	8	..	..			9	13			..	..	17	22
(*c*) Anglo-Indians and domiciled Europeans	1	1			..	..					23	25	8	9			6	6			..	..	38	41
(*d*) Sikhs	..	..			..	..					1	..	1	..			4	4			..	..	6	4
(*e*) Indian Christians	..	..			..	..					..	..	4	7			..	..			..	..	4	7
(*f*) Parsis	..	..			..	..					..	..	..	..			1	1			..	..	1	1
(*g*) Other communities	..	..			..	..					..	..	2	2			1	..			..	..	3	2
(*h*) Total	6	6			3	3					74	86	38	38			42	39			6	7	169	179
5·03. Grand Total	6	6			3	3					84	95	38	38			45	42			6	7	182	191

* Revised figures

(*b*)—**Senior Subordinates**—contd.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1941 as compared with 31st March 1940—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6. *Mechanical Engineering*—																								
6·01. Europeans	10	10	35	26	7	7	91	88	21	24	148	135	42	45	36	33	*96	117	3	1	11	9	*500	495
6·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	5	5	36	41	3	3	62	66	36	42	167	171	17	16	7	9	78	63	..	..	29	32	440	453
Depressed classes	..	..	..	..	1	1	..	1	..	..	2	2	..	..	..	..	..	..	..	..	..	1	3	5
(*b*) Muslims	..	..	6	6	1	1	10	12	3	3	23	24	2	2	1	1	75	68	..	..	6	4	127	121
(*c*) Anglo-Indians and domiciled Europeans	8	9	312	333	24	24	195	184	71	73	592	585	95	94	86	86	*188	160	6	7	84	85	*1,661	1,640
(*d*) Sikhs	1	1	4	9	..	..	1	..	1	2	4	5	..	..	2	2	*30	29	..	..	..	..	*43	48
(*e*) Indian Christians	2	2	9	5	..	..	12	12	..	..	3	2	13	11	..	1	*3	4	..	..	7	9	*49	46
(*f*) Parsis	..	..	1	1	..	..	23	28	..	1	1	1	3	4	..	1	5	5	..	..	..	..	33	41
(*g*) Other communities	..	1	..	2	..	..	18	17	..	..	3	4	2	2	..	..	*9	7	..	..	..	..	*32	33
(*h*) Total	16	18	368	397	29	29	321	320	111	121	795	794	132	129	96	100	*388	341	6	7	126	131	2,388	2,387
6·03 GRAND TOTAL	26	28	403	423	36	36	412	408	132	145	943	929	174	174	132	133	*484	458	9	8	137	140	*2,888	2,882
7 *Stores Department*—																								
7·01. Europeans	..	..	..	..	..	..	..	1	..	1	3	3	2	3	1	1	7	3	..	..	..	..	13	12
7·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed Classes	1	1	10	10	..	..	10	10	13	14	14	21	6	5	2	2	17	19	..	..	2	2	75	84
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	6	4	..	..	..	..	12	14	1	1	..	..	19	19
(*c*) Anglo-Indians and domiciled Europeans	1	1	15	14	..	..	..	4	1	1	17	17	..	..	..	..	11	7	..	..	1	1	46	45
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	..	..	..	..	3	2
(*e*) Indian Christians	..	..	2	2	..	..	2	3	..	..	..	..	1	2	1	1	1	..	..	..	1	1	8	9
(*f*) Parsis	..	..	..	..	..	..	1	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	2	1
(*g*) Other communities	..	..	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2
(*h*) Total	2	2	27	26	..	..	14	19	15	16	37	42	8	7	3	3	44	42	1	1	4	4	155	162
7·03. GRAND TOTAL	2	2	27	26	..	..	14	20	15	17	40	45	10	10	4	4	51	45	1	1	4	4	168	174

8. *Electrical*—																														
8·01. Europeans	Included under Mechanical Engineering.				..	..	8	7	2	1	14	11	17	20	2	2	6	5	..	..	5	5	64	51
8·02. Indians—																														
(*a*) Hindus—																														
Other than Depressed classes					..	..	57	47	24	23	38	36	48	47	12	12	20	19	..	..	12	13	211	197
Depressed classes					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims					..	..	2	2	1	1	1	1	4	4	..	..	15	13	..	1	..	..	23	22
(*c*) Anglo-Indians and domiciled Europeans					2	2	26	24	8	6	30	35	59	58	14	13	14	15	..	..	6	7	159	160
(*d*) Sikhs					..	..	..	..	..	1	..	..	2	3	..	..	8	6	..	..	..	..	10	10
(*e*) Indian Christians					..	..	10	10	1	1	1	1	14	13	1	1	..	..	..	..	1	1	28	27
(*f*) Parsis					..	..	20	21	..	..	1	1	12	10	..	..	1	1	..	..	..	..	34	33
(*g*) Other Communities					..	..	7	7	2	2	..	..	4	4	..	..	..	..	..	..	..	..	13	13
(*h*) Total					2	2	122	111	36	34	71	74	143	139	27	26	58	54	..	1	19	21	478	462
8·03. Grand Total					2	2	130	118	38	35	85	85	160	159	29	28	64	59	..	1	24	26	532	513
9. *Other Departments*—																														
9·01. Europeans	..	..	14	9	4	4	11	9	3	3	5	4	..	..	..	..	2	3	..	..	1	1	40	33
9·02. Indians—																														
(*a*) Hindus—																														
Other than Depressed classes	4	4	24	35	5	4	19	18	15	15	34	36	11	16	5	6	9	6	..	..	3	3	129	143
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1
(*b*) Muslims	..	..	2	3	..	..	1	2	3	5	6	6	5	6	..	..	4	1	..	..	1	1	22	24
(*c*) Anglo-Indians and domiciled Europeans	4	4	29	33	6	7	6	5	5	4	25	21	7	5	2	2	8	6	..	..	3	3	95	90
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	1	2	..	..	..	..	3	4	..	..	2	2	..	..	3	3	9	11
(*f*) Parsis	..	..	2	2	..	..	8	7	..	..	..	..	6	4	..	..	..	..	..	..	..	..	16	13
(*g*) Other Communities	..	..	..	..	1	1	..	..	..	..	1	..	1	1	..	..	..	..	..	..	..	..	3	2
(*h*) Total	8	8	57	73	12	12	35	34	23	24	66	65	34	36	7	8	23	15	..	..	10	10	275	285
9·03. Grand Total	8	8	71	82	16	16	46	43	26	27	71	69	34	36	7	8	25	18	..	..	11	11	315	328
10. *Railway Board and other Railway offices*—																														
10·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	5
10·02. Indians—																														
(*a*) Hindus—																														
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	178	174
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30	35
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26	21
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	13
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	5
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	253	249
10·03 Grand Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	259	254

* Revised figures.

(*b*) SENIOR SUBORDINATES—*concld.*

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) on 31st March 1941 as compared with 31st March 1940.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1941.	1940.	1939.	1940.	1941.	1940.	1941.	1940.	1941.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11. *Total*—																								
11·01. Europeans	12	12	67	50	16	18	130	125	45	50	262	232	110	117	43	40	*206	225	3	1	21	16	†*921	†891
11·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	39	39	247	283	31	28	336	345	194	211	568	590	251	250	64	65	384	370	3	3	89	93	†2,384	†2,451
Depressed classes	1	1	2	2	1	1	..	1	..	..	2	3	1	1	..	..	..	..	..	..	1	2	†9	†12
(*b*) Muslims	5	5	24	27	7	7	31	36	11	13	72	75	37	37	2	2	248	243	3	3	10	7	†480	†490
(*c*) Anglo-Indians and domiciled Europeans	46	48	466	570	66	66	280	268	146	143	912	906	641	604	144	144	*328	270	14	17	117	120	*†3,186	†3,177
(*d*) Sikhs	5	2	17	18	..	..	2	2	6	8	12	13	13	9	2	2	*97	95	..	..	..	..	*†167	†162
(*e*) Indian Christians	3	5	32	13	..	..	32	34	3	3	9	7	87	76	5	7	*17	15	..	..	16	18	*†209	†183
(*f*) Parsis	..	..	3	3	..	..	95	95	..	..	3	4	41	39	4	5	22	21	..	..	..	..	168	167
(*g*) Other Communities	..	1	..	2	1	1	33	33	4	4	7	7	26	24	1	1	*13	12	..	..	..	..	*85	85
(*h*) Total	99	101	791	918	106	103	809	814	364	382	1,585	1,605	1,097	1,040	222	226	*1,109	1,026	20	23	233	240	*†6,688	†6,727
11·03. GRAND TOTAL	111	113	858	968	122	121	939	939	409	432	1,847	1,837	1,207	1,157	265	266	*1,315	1,251	23	24	254	256	*†7,609	†7,618
12. *Increase* (+) *Decrease* (—)																								
12·01. Europeans	..	..	..	—17	..	+2	..	—5	..	+5	..	—30	..	+7	..	—3	..	+19	..	—2	..	—5	..	—30
12·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	..	+36	..	—3	..	+9	..	+17	..	+22	..	—1	..	+1	..	—14	..	..	..	+4	..	+67
Depressed classes	..	..	..	..	..	..	..	+1	..	..	..	+1	..	..	..	..	..	..	..	..	..	+1	..	+3
(*b*) Muslims	..	..	..	+3	..	..	..	+5	..	+2	..	+3	..	..	..	..	..	—5	..	..	..	—3	..	+10
(*c*) Anglo-Indians and domiciled Europeans	..	+2	..	+104	..	..	..	—12	..	—3	..	—6	..	—37	..	..	..	—58	..	+3	..	+3	..	—9
(*d*) Sikhs	..	—3	..	+1	..	..	..	..	..	+2	..	+1	..	—4	..	..	..	—2	..	..	..	..	..	—5
(*e*) Indian Christians	..	+2	..	—19	..	..	..	+2	..	..	..	—2	..	—11	..	+2	..	—2	..	..	..	+2	..	—26
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	+1	..	—2	..	+1	..	—1	..	..	..	..	..	—1
(*g*) Other Communities	..	+1	..	+2	..	..	..	..	..	..	..	..	..	—2	..	..	..	—1	..	..	..	..	..	..
(*h*) Total	..	+2	..	+127	..	—3	..	+5	..	+18	..	+20	..	—57	..	+4	..	—83	..	+3	..	+7	..	+39
12·03. GRAND TOTAL	..	+2	..	+110	..	—1	..	..	..	+23	..	—10	..	—50	..	+1	..	—64	..	+1	..	+2	..	+9

13. *Percentage of Total*—																							
13·01. Europeans	10·8	10·6	7·8	5·2	13·1	14·9	13·9	13·3	14·0	11·6	14·2	12·6	9·1	10·1	16·2	15·0	*15·7	18·0	13·1	4·2	8·3	6·3	*12·1	11·7
13·02. Indians—																							
(*a*) Hindus—																							
Other than Depressed classes	35·1	34·5	28·8	29·2	25·4	23·1	35·8	36·8	47·4	48·8	30·7	32·1	20·8	21·6	24·1	24·4	29·2	29·5	13·0	12·5	35·0	36·3	31·3	32·2
Depressed classes	0·9	0·9	0·2	0·2	0·8	0·8	..	0·1	..	..	0·1	0·2	0·1	0·1	..	..	..	..	..	..	0·4	0·8	0·1	0·2
(*b*) Muslims	4·5	4·4	2·8	2·8	5·8	5·8	3·3	3·8	2·7	3·0	3·9	4·1	3·1	3·2	0·8	0·8	18·8	19·4	13·0	12·5	3·9	2·7	6·3	6·4
(*c*) Anglo-Indians and domiciled Europeans	41·5	42·5	54·3	58·9	54·1	54·6	29·8	28·6	35·7	33·1	49·4	49·3	53·1	52·2	54·3	54·1	*24·9	21·6	60·9	70·8	46·1	46·9	41·9	41·7
(*d*) Sikhs	4·5	4·8	2·0	1·9	..	..	0·2	0·2	1·5	1·9	0·6	0·7	1·1	0·8	0·8	0·8	7·4	7·6	..	..	..	..	2·2	2·1
(*e*) Indian Christians	2·7	4·4	3·7	1·3	..	..	3·4	3·6	0·7	0·7	0·5	0·4	7·2	6·5	1·9	2·6	*1·3	1·2	..	..	6·3	7·0	2·8	2·4
(*f*) Parsis	..	..	0·4	0·3	..	..	10·1	10·1	..	..	0·2	0·2	3·4	3·4	1·5	1·9	1·7	1·7	..	..	..	..	2·2	2·2
(*g*) Other Communities	..	0·9	..	0·2	0·8	0·8	3·5	3·5	1·0	0·9	0·4	0·4	2·1	2·1	0·4	0·4	*1·0	1·0	..	..	..	..	1·1	1·1

*Revised figures.
†Includes figures of Railway Board and other Railway Offices.

APPENDIX C-V.

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1940-41.*

Departments.	No. of vacancies actually filled.	Filled by								
			Indians.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
State-managed Railways.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	1	..	..	..	..	..	1
3. Engineering	8	3	2	1	..	..	2	..	..	5
4. Transportation (Traffic) and Commercial	8	3	3	1	1	..	..	..	..	5
5. Transportation (Power) and Mechanical Engineering.	1	1	..	..	..	..	..	..	..	..
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments		1	4	..	1	..	..	..	..	5
8. Total—										
1940-41	24	8	9	3	2	..	2	..	..	16
1939-40	11	3	5	..	..	2	1	..	..	8
9. Percentage of Europeans to number of vacancies filled—										
1940-41	33·3	..	..	..	..	..	..	..	..	..
1939-40	27·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	66·7	..	..	..	..	..	..	..	..	..
1939-40	72·7	..	..	..	..	..	..	..	..	..
Other Railways.										
Assam Bengal Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	2	1	..	..	1	..	..	..	..	1
4. Transportation and Commercial	1	..	1	..	..	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1940-41	3	1	1	..	1	..	..	..	..	2
1939-40	2	..	2	..	..	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—										
1940-41	33·3	..	..	..	..	..	..	..	..	..
1939-40	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	66·7	..	..	..	..	..	..	..	..	..
1939-40	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1940-41*—contd.

Departments.	No. of vacancies actually filled.	Filled by								
		Europeans.	Indians.							
			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities	Total.
1	2	3	4	5	6	7	8	9	10	11
Bengal and North-Western Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1940-41	1	..	1	..	..	..	..	..	..	1
1939-40	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—										
1940-41	0·00	..	..	..	..	..	..	..	..	..
1939-40	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	100·0	..	..	..	..	..	..	..	..	..
1939-40	0·00	..	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	5	..	2	2	..	1	..	..	..	5
4. Transportation and Commercial	1	..	..	..	1	..	..	..	..	1
5. Mechanical	1	..	..	..	1	..	..	..	..	1
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	2	..	2	..	..	..	..	..	..	2
8. TOTAL—										
1940-41	10	..	5	2	2	1	..	..	..	10
1939-40	5	..	3	..	2	..	..	..	..	5
9. Percentage of Europeans to number of vacancies filled—										
1940-41	0·00	..	..	..	..	..	..	..	..	..
1939-40	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	100·0	..	..	..	..	..	..	..	..	..
1939-40	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1940-41*—contd.

Departments.	No. of vacancies actually filled.	Filled by									
			Indians.								
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bombay, Baroda and Central India Railway.										
1. Agency	2	1	..	..	1	..	..	..	..	1
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	..	..	..	..	..	1	..	1
4. Transportation and Commercial.	2	..	..	..	1	..	1	..	..	2
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores Department	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	..	..	..	..	..	..	..
8. TOTAL—										
1940-41	6	2	..	..	2	..	1	1	..	4
1939-40	17	4	7	2	2	..	1	1	..	13
9. Percentage of Europeans to number of vacancies filled—										
1940-41	33·3	..	..	..	..	..	..	..	..	..
1939-40	23·5	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	66·7	..	..	..	..	..	..	..	..	..
1939-40	76·5	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta Railway.										
1. Agency	1	..	..	1	..	..	..	..	..	1
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	2	..	2	..	..	..	..	..	..	2
6. Stores	1	..	..	1	..	..	..	..	..	1
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1940-41	5	..	3	2	..	..	..	..	..	5
1939-40	6	2	2	1	..	..	1	..	..	4
9. Percentage of Europeans to number of vacancies filled—										
1940-41	0.00	..	..	..	..	..	..	..	..	..
1939-40	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	100·0	..	..	..	..	..	..	..	..	..
1939-40	66·7	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Jodhpur and Mysore State Railways) during 1940-41*—concld.

Departments.	No. of vacancies actually filled.	Filled by									
			Indians.								
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Rohilkund and Kumaon Railway.										
Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	1	1	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1940-41	1	1	..	..	..	..	..	..	..	..
1939-40	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—										
1940-41	100·0	..	..	..	..	..	..	..	..	..
1939-40	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	0·00	..	..	..	..	..	..	..	..	..
1939-40	0·00	..	..	..	..	..	..	..	..	..
South, Indian Railway.										
1. Agency	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	3	..	1	..	2	..	..	..	..	3
5. Mechanical	1	1	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	..	..	..	..	..	..	..
8. Total—										
1940-41	5	2	1	..	2	..	..	..	..	3
1939-40	6	..	3	2	1	..	..	..	..	6
9. Percentage of Europeans to number of vacancies filled—										
1940-41	40·0	..	..	..	..	..	..	..	..	..
1939-40	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1940-41	60·0	..	..	..	..	..	..	..	..	..
1939-40	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1940 to 31st March 1941.

Name of Railways, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—							(i) PERMANENT												
State-managed—																			
Eastern Bengal	..	..	176	44·2	4	1·0	181	45·5	34	8·5	1	0·3	2	0·5	..	..	..	..	398
East Indian	..	..	387	61·9	..	..	154	24·6	75	12·0	3	0·5	6	1·0	..	..	..	..	625
Great Indian Peninsula	..	..	421	59·6	7	1·0	105	14·9	88	12·5	8	1·1	60	8·5	13	1·8	4	0·6	706
North Western	..	..	111	20·9	2	0·4	349	65·7	30	5·7	26	4·9	13	2·4	..	..	..	..	531
Company-managed—																			
Assam Bengal	..	..	118	55·6	..	..	69	32·6	21	9·9	1	0·5	3	1·4	..	..	..	..	212
Bengal and North-Western	1	0·5	133	65·2	..	..	49	24·0	13	6·4	..	..	8	3·9	..	..	..	..	204
Bengal Nagpur	..	..	633	72·5	2	0·3	118	13·5	76	8·7	15	1·7	29	3·3	..	..	..	..	873
Bombay, Baroda and Central India.	6	1·1	307	53·9	..	..	84	14·8	91	16·0	8	1·4	28	4·9	37	6·5	8	1·4	569
Madras and Southern Mahratta	..	..	169	54·5	21	6·8	37	11·9	43	13·9	1	0·3	33	10·7	..	..	6	1·9	310
Rohilkund and Kumaon	..	..	44	71·0	..	..	16	25·8	2	3·2	..	..	..	..	..	..	..	..	62
South Indian	..	..	416	75·5	1	0·2	15	2·7	19	3·5	..	..	100	18·1	..	..	..	..	551
II. Miscellaneous Offices—																			
Chief Mining Engineer	..	..	2	66·7	..	..	..	..	..	..	1	33·3	..	..	..	..	..	..	3
Central Publicity	..	..	Included in E. I. Ry.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Government Inspectors of Railways.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Director, Railway Clearing Accounts.	..	..	48	67·6	..	..	17	24·0	..	..	3	4·2	3	4·2	..	..	..	..	71
TOTAL	7	0·1	2,965	58·0	37	0·7	1,194	23·3	492	9·6	67	1·3	285	5·6	50	1·0	18	0·4	5,115

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1940 to 31st March 1941—concld.

Name of Railways, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
I.—Railways—								(ii) TEMPORARY.											
State-managed—																			
Eastern Bengal . . .	..	..	605	50·6	9	0·7	514	43·0	60	5·0	5	0·4	1	0·1	..	..	2	0·2	1,196
East Indian	..	..	1,619	65·0	6	0·2	623	25·0	204	8·2	16	0·7	22	0·9	..	..	..	..	2,490
Great Indian Peninsula . .	4	0·6	476	72·6	7	1·1	47	7·1	28	4·3	1	0·1	84	12·8	7	1·1	2	0·3	656
North Western . . .	1	0·1	464	23·4	1	0·1	1,262	63·7	53	2·6	175	8·8	21	1·1	1	0·1	1	0·1	1,979
Company-managed—																			
Assam Bengal	..	..	57	65·5	..	..	22	25·3	6	6·9	..	..	2	2·3	..	..	..	..	87
Bengal and North-Western .	..	..	99	81·8	..	..	21	17·4	..	..	..	..	1	0·8	..	..	..	..	121
Bengal Nagpur . . .	..	..	498	78·1	..	..	64	10·0	50	7·8	13	2·0	12	1·9	..	..	1	0·2	638
Bombay, Baroda and Central India.	1	0·1	586	64·7	..	..	164	18·1	33	3·6	20	2·2	68	7·5	24	2·7	10	1·1	906
Madras and Southern Mahratta	..	..	129	70·5	12	6·6	17	9·3	7	3·8	..	..	18	9·8	..	..	..	..	183
Rohilkund and Kumaon . .	..	..	30	63·8	..	..	15	31·9	..	..	..	..	2	4·3	..	..	..	..	47
South Indian . . .	..	..	234	57·8	7	1·7	47	11·6	40	9·9	..	..	77	19·0	..	..	..	..	405
II.—Miscellaneous Offices—																			
Chief Mining Engineer . .	..	..	9	90·0	..	..	1	10·0	..	..	..	..	..	..	..	..	..	..	10
Central Publicity . . .	..	..	Included in E. I. Ry.			..	..	..	..	..	..	..	..	..	..	..	..	..	..
Government Inspectors of Railways.	..	..	..	..	..	..	1	50·0	..	..	1	50·0	..	..	..	..	..	..	2
Director, Railway Clearing Accounts.	1	0·5	133	64·9	5	2·4	50	24·4	1	0·5	7	3·4	8	3·9	..	..	..	..	205
TOTAL .	7	0·1	4,939	55·3	47	0·5	2,848	31·9	482	5·4	238	2·7	316	3·5	32	0·4	16	0·2	8,925
GRAND TOTAL (Both permanent and temporary).	14	0·1	7,904	56·3	84	0·6	4,042	28·8	974	6·9	305	2·2	601	4·3	82	0·6	34	0·2	14,040

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1940-41 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1936-37. 2	* 1937-38. 3	* 1938-39. 4	* 1939-40. 5	* 1940-41. 6	References. 7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 310.
Collisions—						
Passenger trains	48	48	39	32	31	Items 1 to 3.
Other trains and light engines	205	215	222	195	232	„ 4 to 6.
Derailments—						
Passenger trains	282	258	274	198	181	„ 7 (*a*) & 7 (*b*).
Other trains	3,362	3,361	3,486	4,725	5,420	„ 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock* Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	101	85	77	76	86	Item 9 (*a*) (1).
(2) machinery springs, etc.	338	344	351	383	413	„ 9 (*a*) (2).
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	299	237	306	361	292	„ 9 (*b*) (1).
(2) other causes	1,246	1,434	1,422	1,364	1,338	„ 9 (*b*) (2).
Failure of tyres and wheels	11	13	20	13	30	„ 9 (*c*) & 9 (*d*).
ditto axles	47	45	32	49	64	„ 9 (*e*).
ditto brake apparatus	33	22	17	13	14	„ 9 (*f*).
ditto couplings and draft gear	2,160	1,966	2,016	1,889	2,082	„ 9 (*g*).
Other rolling stock failures	164	274	249	981	1,042	„ 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	309	316	358	279	178	„ 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	4	8	9	1	5	„ 10 (*b*).
Flooding of portions of permanent-way.	83	90	117	86	63	„ 10 (*c*).
Slips in cuttings or embankments	61	45	135	56	206	„ 10 (*d*).
IV.—*Fires*—						
Fire in trains	170	188	141	159	194	„ 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	55	36	46	38	51	„ 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line	9,573	9,191	8,781	8,726	7,743	„ 12 (*b*).
Train-wrecking	16	16	6	7	11	„ 12 (*c*).
Attempted train-wrecking	84	73	83	85	79	„ 12 (*d*).
Trains running into road traffic at level crossings	78	116	94	107	105	„ 12 (*e*).
Trains running over obstructions not covered by circumstances mentioned in sub-paragraph (*c*) (*d*) & (*e*) above	183	157	213	248	201	„ 12 (*f*).
Miscellaneous	376	372	317	216	224	„ 12 (*g*) + 12 (*a*)
TOTAL	19,288	18,910	18,811	20,287	20,285	Total.

* Figures for 1937-38 onwards are exclusive of the Burma Railway due to separation.

APPENDIX D (*i*)—*concld.*

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1940-41 and the preceding four years—contd.

[Summary of Appendices D (*ii*) to D (*vi*)]—*concld.*

Class of accident.	1936-37.		† 1937-38.		† 1938-39.		† 1939-40.		† 1940-41.		References.
1	2		3		4		5		6		7
	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
NUMBER OF PERSONS KILLED OR INJURED.											
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers . . .	164	729	214	818	214	973	183	1,132	244	1,091	Total (*a*) Col. 30.
Railway servants . .	178	2,505	185	3,258	155	3,487	152	3,871	192	4,364	„ (*b*) Col. 55.
Other persons . . .	2,769	802	2,714	773	2,934	818	3,069	908	3,148	954	„ (*c*) Col. 55.
Total .	3,111	4,036	3,113	4,849	3,303	5,278	3,404	5,911	3,584	6,409	„ (*d*) Col. 55.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers . . .	13	72	105	174	66	272	44	134	62	142	Cols. 312 & 314—(Total).
Railway servants . .	7	191	18	107	17	152	13	93	14	141	„ 316 & 318— „
Other persons . . .	56	81	61	80	26	69	39	73	27	53	„ 320 & 322— „
Total .	76	344	184	361	109	493	96	300	103	336	„ 324 & 326—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers . . .	2	31	1	14	..	19	2	32	2	86	Cols. 353 & 354—(Total).
Railway servants . .	16	7,038	30	8,773	27	9,860	13	11,918	37	12,868	„ 355 & 356— „
Other persons . . .	32	105	42	114	35	159	22	121	26	134	„ 357 & 358— „
TOTAL .	50	7,174	73	8,901	62	10,038	37	12,071	65	13,088	„ 359 & 360—(Total).
TOTAL PASSENGERS . .	179	832	320	1,006	280	1,264	229	1,298	308	1,319	A+B+C above.
TOTAL RAILWAY SERVANTS.	201	9,734	233	12,138	199	13,499	178	15,882	243	17,373	
TOTAL OTHER PERSONS .	2,857	988	2,817	967	2,995	1,046	3,130	1,102	2,201	1,141	
GRAND TOTAL . .	3,237	11,554	3,370	14,111	3,474	15,809	3,537	18,282	3,752	19,833	

		Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
* Number of persons killed or injured in Railway Workshops, etc., in 1940-41 not included in the above summary.	Killed	12	..	12	Totals (*b*),(*c*)&(*d*) (*Col. 405.*)
	Injured	8,575	..	8,575	

† Figures for 1937-38 onward are exclusive of the Burma Railway due to separation.

APPEN

Number of persons killed or injured during the year 1940-41 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

CLASS I

Class of accident.	Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	* Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur.
7 (a)	8	9	10	11	12	13	14	15	16
(a) PASSENGERS									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	--	1	..	1	4	12	8	..
	Injured	..	1	..	..	4	15	9	..
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	1	5	1	5	1	..	3	..
	Injured	3	6	20	92	6	4	62	..
3. Crossing the line at stations	Killed	..	2	..	..	3	6	1	..
	Injured	..	1	..	4	2	1	1	..
4. Closing of carriage doors	Killed	..	1	--	--	--	--	--	..
	Injured	..	1	..	7	..	1	8	..
5. Falling or jumping out of carriages during the running of trains.	Killed	6	9	5	17	1	17	22	1
	Injured	26	87	38	103	11	30	74	1
6. Other accidents	Killed	--	2	..	..	1	2	1	..
	Injured	26	5	..	43	2	3	84	..
TOTAL (a)	Killed	7	20	6	23	10	37	35	1
	Injured	55	101	58	249	25	54	238	1
(b) RAILWAY SERVANTS.									
(i) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	--	3	..	..	..	1	1	1
	Injured	2	3	158	133	30	175	283	1
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines	Killed	..	--	..	..	..	..	--	..
	Injured	..	3	..	4	..	3	9	..
3. Passing over or standing upon buffers during shunting.	Killed	..	..	--	..	..	..	..	..
	Injured	..	..	--	..	1	..	..	..
4. Getting on or off or falling off engines, wagons, etc., during shunting.	Killed	..	..	..	..	..	1	..	..
	Injured	..	..	12	12	3	20	41	..
5. Braking, spragging or choking wheels	Killed	--	--	..	2	--	1	..	..
	Injured	--	--	29	14	3	36	83	..
6. Attending to ground points, marshalling trains, etc.	Killed	..	--	--	..	1	--	..	
	Injured	..	..	1	4	..	4	4	..
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	--	..	--	--	--	..	--	..
	Injured	--	3	..	..	3	3	--	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	1	..	2	2	2	3	1	..
	Injured	1	..	48	44	21	27	173	--
TOTAL (i)	Killed	1	3	2	4	3	6	2	1
	Injured	3	9	248	211	61	268	593	1

* This includes figures of Bengal Dooars Railway for the period 1st January 1941 to 31st March 1941.

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of Accidents [see Col. 7 (*a*)].	
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon	South Indian.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	1939-40.	1940-41.	1939-40. (Cols. 23, 25 and 27.)	1940-41. (Cols. 24, 26 and 28.)		
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
..	..	..	5	..	1	*32*	32	*1*	..	..	..	*33*	32	1	
..	..	..	11	..	2	*39*	42	..	..	..	..	*39*	42		
..	..	..	12	..	..	*25*	28	..	1	..	1	*25*	30	2	
3	1	..	29	..	4	*132*	230	*1*	2	*1*	4	*134*	236		
..	..	..	2	..	..	*9*	14	..	2	..	..	*9*	16	3	
..	..	..	3	..	..	*13*	12	..	3	..	2	*13*	17		
..	..	..	..	..	..	..	1	..	..	..	..	..	1	4	
1	..	..	..	..	..	*44*	18	*1*	..	..	1	*45*	19		
8	..	2	49	..	11	*104*	148	*3*	1	..	2	*107*	151	5	
42	5	1	76	11	41	*622*	546	*26*	27	*15*	13	*663*	586		
..	..	..	4	1	2	*8*	13	*1*	..	..	1	*9*	14	6	
2	4	..	9	..	4	*186*	182	..	1	*2*	8	*188*	191		
8	..	2	72	1	14	*178*	236	*5*	4	..	4	*183*	244	Total (*a*).	
48	10	1	128	11	51	*1,086*	1,030	*28*	33	*18*	28	*1,132*	1,091		
1	..	..	1	..	4	*5*	12	*1*	..	..	..	*6*	12	1	
77	..	11	280	..	70	*976*	1,223	*10*	6	*6*	8	*992*	1,237		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	
..	..	..	16	..	1	*29*	36	..	2	..	..	*29*	38		
..	..	..	..	..	..	..	..	*1*	..	..	..	*1*	..	3	
..	..	..	5	..	4	*5*	10	*2*	2	..	..	*7*	12		
1	..	..	1	..	..	*2*	3	..	..	..	..	*2*	3	4	
5	..	1	84	1	..	*124*	129	..	..	..	2	*124*	131		
..	..	..	..	1	..	*3*	4	..	..	..	..	*3*	4	5	
9	..	..	9	..	10	*179*	193	..	..	*1*	1	*180*	194		
..	..	..	..	..	..	*1*	1	..	..	..	..	*1*	1	6	
2	1	..	4	..	..	*37*	20	..	..	..	..	*37*	20		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	
..	..	..	1	..	..	*9*	10	..	..	..	..	*9*	10		
..	1	..	2	..	1	*11*	15	..	..	..	..	*11*	15	8	
30	..	3	32	..	30	*395*	409	..	6	..	..	*395*	415		
2	1	..	4	1	5	*22*	35	*2*	..	..	..	*24*	35	Total (*i*)	
123	1	15	381	1	115	*1,754*	2,030	*12*	16	*7*	11	*1,773*	2,057		

Number of persons killed or injured during the year 1940-41 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I						
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	* Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40
(*b*) RAILWAY SERVANTS—*contd.*								
(*ii*) OTHER ACCIDENTS.								
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	1	..
	Injured	3	..	10	9	1	16	7
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	1	..	..	..	..	1	1
	Injured	..	..	3	1	2	2	4
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	2	..	5	..
	Injured	1	..	11	24	7	21	94
12. Attending to or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	23	8	168	453
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	1	3	9	2
	Injured	..	..	1	8	4	9	..
14. Attending to gates, at level-crossings	Killed	..	..	..	..	1	..	1
	Injured	..	..	..	1	..	..	..
15. Walking, crossing, or standing on the line on duty.	Killed	1	1	2	7	2	10	12
	Injured	1	11	6	9	3	8	6
16. Being caught between vehicles	Killed	..	..	..	..	..	..	..
	Injured	..	..	..	1	1	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	2	1
	Injured	..	1	2	1	..	11	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	1	..	3	6	3
	Injured	..	..	4	3	2	3	..
19 Miscellaneous	Killed	2	1	2	2	4	17	2
	Injured	6	9	101	28	90	173	260
TOTAL (*ii*)	Killed	4	2	6	13	13	51	22
	Injured	11	21	138	108	118	412	824
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	5	5	8	17	16	57	24
	Injured	14	30	386	319	179	680	1,417
(*c*) OTHER PERSONS.								
1. Passing over the railway at level crossings	Killed	..	2	..	..	9	5	2
	Injured	..	3	..	..	..	1	..
2. Trespassing on the line	Killed	61	215	270	200	199	514	196
	Injured	22	117	91	98	41	218	57
3. Suicides	Killed	15	25	55	22	41	135	104
	Injured	..	1	9	..	1	4	3
4. Miscellaneous	Killed	2	6	1	8	5	23	..
	Injured	6	10	3	..	2	26	1
TOTAL OTHER PERSONS (*c*)	Killed	78	248	326	230	254	677	302
	Injured	28	131	103	98	44	249	61
(*d*) GRAND TOTAL =(*a*) + (*b*) + (*c*)	Killed	90	273	340	270	280	771	361
	Injured	97	262	547	666	248	983	1,716

* This includes figures of Bengal Dooars Railway for the period 1st January 1941 to 31st March 1941.

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.							Total Class I Railways.		Total Class II Railways.		Total Class III Railways		Total all Railways.		Serial No. of Class of accidents (see Col. 32).	
Jodhpur.	Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40* (Cols. 48, 50 & 52.)	1940-41. (Cols. 49, 51 & 53.)		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	
..	..	..	..	..	..	1	*2*	2	*1*	..	..	..	*3*	2	9	
1	4	..	1	41	..	1	*58*	94	*2*	5	*3*	2	*63*	101		
..	1	..	..	..	..	..	*1*	4	..	..	..	..	*1*	4	10	
..	..	..	..	16	..	3	*33*	31	*1*	..	..	1	*34*	32		
1	1	..	1	2	..	..	*7*	12	*1*	..	..	..	*8*	12	11	
1	5	..	1	60	..	6	*138*	231	*3*	3	..	1	*141*	235		
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	..	12	
..	..	..	..	129	..	29	*658*	801	*1*	1	..	2	*659*	804		
..	1	..	..	5	1	..	*24*	23	..	..	..	..	*24*	23	13	
..	2	..	..	10	2	1	*40*	37	..	1	..	..	*40*	38		
..	1	..	..	..	..	..	*3*	3	..	..	..	..	*3*	3	14	
..	1	..	..	1	..	..	*6*	3	..	..	3	2	*9*	5		
1	4	..	1	12	1	..	*44*	54	*1*	..	..	..	*45*	54	15	
..	4	..	..	2	3	4	*87*	57	*1*	..	2	5	*90*	62		
..	1		..	2	..	..	*4*	3	..	..	..	..	*4*	3	16	
..	1	..	..	4	..	..	*15*	8	..	2	..	..	*15*	10		
..	..	..	..	..	..	..	*3*	4	..	2	..	..	*3*	6	17	
..	..	..	..	4	..	..	*13*	19	..	..	..	1	*13*	20		
..	..	..	..	4	..	..	*13*	17	..	2	..	..	*13*	19	18	
..	..	..	..	3	..	..	*15*	15	*1*	..	..	..	*16*	15		
..	1	.	..	..	..	..	*22*	31	*1*	..	..	..	*23*	31	19	
..	183	..	18	93	..	17	*1,010*	978	*7*	4	*1*	3	*1,018*	985		
2	10	..	2	25	2	1	*124*	153	*4*	4	..	..	*128*	157	Total (*ii*).	
2	200	..	20	354	5	61	*2,973*	2,274	*16*	16	*9*	17	*2,998*	2,307		
3	12	1	2	29	3	6	*146*	188	*6*	4	..	..	*152*	192	Total (*b*).	
3	323	1	35	735	6	176	*3,827*	4,304	*28*	32	*16*	28	*3,871*	4,364		
..	8	..	..	3	..	13	*43*	42	*1*	..	..	2	*44*	44	1	
..	1	..	..	4	..	2	*13*	11	..	1	..	..	*13*	12		
8	140	14	40	312	22	160	*2,275*	2,351	*38*	34	*14*	11	*2,327*	2,396	2	
5	22	2	7	66	18	32	*763*	796	*29*	19	*26*	29	*818*	844		
2	70	1	2	86	2	62	*611*	622	*8*	6	*4*	6	*623*	634	3	
..	3	..	..	2	..	1	*21*	24	..	1	..	1	*21*	26		
..	2	1	1	1	..	22	*73*	72	*1*	2	*1*	..	*75*	74	4	
..	5	..	2	..	1	12	*53*	68	*3*	1	..	3	*56*	72		
10	220	16	43	402	24	357	*3,002*	3,087	*48*	42	*19*	19	*3,069*	3,148	Total (*c*).	
5	31	2	9	72	19	47	*850*	899	*32*	22	*26*	33	*908*	954		
14	240	17	47	503	28	277	*3,326*	3,511	*59*	50	*19*	23	*3,404*	3,584	Grand Total (*d*).	
9	402	13	45	935	36	274	*5,763*	6,233	*88*	87	*60*	89	*5,911*	6,409		

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ASSAM BENGAL.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 62, 63 and 65.)	Injured. (Cols. 62. 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	5	..	1	..	6
(*b*) other causes	1	3	4	..	..	..	1	..	..	..	1
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	..	4	4	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	6	6	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	13	13	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	..	..	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures .	..	..	..	..	..	..	..	..	..	..	..
Carried over ..	2	30	32	..	..	..	6	..	1	..	7

DIX D (*iii*).

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
	8	8	..	..	..	..	..		..	..	7 (*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	33	33	..	..	..	..	..	..	..	..	8 (*b*)
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 2
..	3	3	..	..	..	..	..	..	..	..	9 (*b*) 1
..	15	15	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..		..	..	..	..	..	..	..	..	9 (*d*)
..	1		..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	..	..	..	9 (*g*)
..	1	1	..	..	..	..	..	..	..	..	9 (*h*)
..	71	71	..	..	..	..	..	..	..	..	Carried over.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

CLASS I

Class of accident.	ASSAM-BENGAL.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 58 and 59.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
Brought forward ..	2	30	32	..	..	..	6	..	1	..	7
10. Failure of permanent-way—											
(*a*) Broken rails	..	12	12	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	3	3	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	228	228	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged.)	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	7	..	7	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level-crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	1	1	..	..	..	..	..	1	..	1
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	3	13	16	..	..	..	1	..	..	..	1
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total .	12	292	304	..	..		7	..	2	..	9

DIX D (iii)—*contd.*

permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BENGAL AND NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No X of 1890.	Other accidents.	Total. (Cols. 69 and 70.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 57.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76.)	Injured. (Cols. 73, 75 and 77.)	
69	70	71	72	73	74	75	76	77	78	79	80
..	71	71	..	..	..	..	..	..	..	..	Brought forward.
..	1	1	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
..	2	2	..	..	..	..	..	..	..	..	10 (*c*)
..	4	4	..	..	..	..	..	..	..	..	10 (*d*)
..	3	3	..	..	..	..	..	..	..	..	11 (*a*)
..	4	4	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	..	..	..	..	..	..	..	12 (*b*)
..	2	2	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
..	88	88	..	..	..	..	..	..	..	..	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	BENGAL NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	26	27	..	..	2	20	..	..	2	20
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	2	..	..	..	2
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	2	2	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	55	55	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	59	59	..	..	..	..	..	..	..	..
(2) other causes	..	81	81	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	5	5	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	2	2	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	241	241	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	..	..	..	..	..	..	..	..	..	..
Carried over ..	1	472	473	..	..	2	22	..	..	2	22

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	..	..	..	..	..	..	..	..	..	..	1
1	1	2	20	14	..	7	..	..	20	21	2
..	1	1	..	..	..	..	..	..	..	..	3
..	7	7	..	..	..	..	..	..	..	..	4
..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
..	8	8	..	..	..	..	..	..	..	..	7 (*b*)
..	32	32	..	..	..	..	..	..	..	..	8 (*a*)
..	934	934	..	..	..	..	..	..	..	..	8 (*b*)
..	12	12	..	..	..	..	..	..	..	..	9 (*a*) 1
..	15	15	..	..	..	..	..	..	..	..	9 (*a*) 2
..	21	21	..	..	..	..	..	..	..	..	9 (*b*) 1
..	168	168	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	3	3	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	3	3	..	..	..	..	..	..	..	..	9 (*f*)
..	126	126	..	..	..	..	..	..	..	..	9 (*g*)
..	*800	*800	..	..	..	..	..	..	..	..	9 (*h*)
1	2,133	2,134	20	14	..	7	..	..	20	21	Carried over.

* Includes 694 Failures on account of hot bearings.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — BENGAL NAGPUR. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 82 and 83.)	Passengers.		Railway servants.		Other persons.		Total.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
Brought forward ..	1	472	473	..	..	2	22	..	..	2	22
10. Failure of permanent-way—											
(a) Broken rails	..	29	29	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way .	3	3	6	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments . .	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line .	..	64	64	..	..	..	..	..	..	..	..
(c) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(d) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	2	2	..	..	..	..	..	..	..	..
(e) *Trains running into road traffic at level-crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.]	1	8	9	..	..	..	..	9	17	9	17
(f) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train).	..	4	4	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	27	27	..	..	..	3	..	..	..	3
Total .	5	615	620	..	..	2	25	9	17	11	42

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
1	2,133	2,134	20	14	..	7	..	..	20	21	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	2	2	..	..	..	..	..	..	..	..	10 (*c*)
..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
..	2	2	..	..	..	..	..	..	..	..	11 (*a*)
..	3	3	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	778	778	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
6	..	6	..	..	..	..	..	..	..	..	12 (*d*)
..	4	4	..	..	..	..	..	..	..	..	12 (*e*)
17	10	27	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*j*)
24	2,933	2,957	20	14	..	7	..	..	20	21	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I *EASTERN BENGAL. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.	*Railway servants.* Injured.	*Other persons.* Killed.	*Other persons.* Injured.	*Total.* Killed. (Cols. 109, 111 and 113.)	*Total.* Injured (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) other causes	11	..	11	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..		..	..	..	..	..	..
(*b*) other causes	..	21	21	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the mechanical Department—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	13	13	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	5	5	..	..	..	..	..	..	..	..
(2) other causes	..	23	23	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	4	4	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	3	3	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	2	2	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	68	68	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	13	13	..	..	..	..	..	..	..	..
Carried over ..	13	159	172	..	..	..	..	..	..	..	..

*This includes figures of Bengal Dooars Railway for the period 1st January 1941 to 31st March 1941.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120 122 and 124.)	Injured. (Cols. 124, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
..	..	..	..	..	..	..	..	..	..	..	1
1	3	4	..	7	..	4	..	..	..	11	2
..	..	..	..	..	..	..	..	..	..	..	3
2	31	33	..	..	1	23	..	..	1	23	4
..	2	2	..	..	..	3	1	..	1	3	5
..	15	15	..	..	..	5	..	..	..	5	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	1	1	..	..	..	..	..	..	..	..	7 (*b*)
..	20	20	..	..	..	1	..	..	..	1	8 (*a*)
..	2,161	2,161	..	..	..	4	..	..	..	4	8 (*b*)
..	9	9	..	..	..	..	..	..	..	..	9 (*a*) 1
..	43	43	..	..	..	..	..	..	..	..	9 (*a*) 2
..	26	26	..	..	..	..	..	..	..	..	9 (*b*) 1
..	273	273	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
1	..	1	..	..	..	..	..	..	..	..	9 (*d*)
..	11	11	..	..	..	..	..	..	..	..	9 (*e*)
..	3	3	..	..	..	..	..	..	..	..	9 (*f*)
..	621	621	..	..	..	..	..	..	..	..	9 (*g*)
..	14	14	..	..	..	..	..	..	..	..	9 (*h*)
4	3,233	3,237	..	7	1	40	1	..	2	47	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

*EASTERN BENGAL.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
Brought forward ..	13	159	172	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	9	9	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	2	1	3	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	116	116	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	1	..	1	36	77	6	5	..	..	42	82
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	6	..	6	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	4	..	4	..	..	..	..	2	..	2	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	10	..	10	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	6	6	..	..	..	..	..	..	..	..
Total .	36	297	333	36	77	6	5	2	..	44	82

*This includes figures of Bengal Dooars Rly. for the period 1st January 1941 to 31st March 1941.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EAST INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
4	3,233	3,237	..	7	1	40	1	..	2	47	Brought forward.
..	27	27	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
1	2	3	..	..	..	..	..	..	..	..	10 (*c*)
..	3	3	..	..	1	1	..	..	1	1	10 (*d*)
..	9	9	..	..	..	..	..	..	..	..	11 (*a*)
..	12	12	..	..	..	..	..	..	..	..	11 (*b*)
..	15	15	..	..	..	..	..	..	..	..	12 (*a*)
..	939	939	..	..	..	..	..	..	..	..	12 (*b*)
1	..	1	..	..	..	..	..	..	..	..	12 (*c*)
19	1	20	..	..	..	..	..	..	..	..	12 (*d*)
..	5	5	..	..	..	1	..	..	..	1	12 (*e*)
1	13	14	..	..	..	..	..	..	..	..	12 (*f*)
2	29	31	1	1	1	4	1	3	3	8	12 (*g*)
28	4,289	4,317	1	8	3	46	2	3	6	57	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — Great Indian Peninsula. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.	*Railway servants.* Injured.	*Other persons.* Killed.	*Other persons.* Injured.	*Total.* Killed. (Cols. 133, 135 and 137.)	*Total.* Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	2	2	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line,	..	5	5	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	5	5	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	7	7	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	99	99	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	13	13	..	..	..	4	..	..	..	4
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	3	3	..	..	..	..	..	..	..	..
(*b*) other causes	..	10	10	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	9	9	..	..	..	2	..	..	..	2
(*b*) other causes	2	467	469	..	..	..	3	..	..	..	3
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	106	106	..	..	..	..	..	..	..	..
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	16	16	..	..	..	..	..	..	..	..
(2) other causes	..	*461	*461	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	1	18	19	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	542	542	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures	..	137	137	..	4	..	..	..	..	..	4
Carried over ..	3	1,902	1,905	..	4	..	9	..	..	..	13

* Includes 220 Electrical Multiple Units failures on Suburban Service.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

JODHPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147 and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
2	..	2	..	..	..	..	..	..	..	..	7 (*a*)
4	..	4	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	3	3	..	..	..	..	..	..	..	..	8 (*b*)
..	4	4	..	..	..	..	..	..	..	..	9 (*a*) 1
..	23	23	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	4	4	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	28	28	..	..	..	..	..	..	..	..	9 (*g*)
..	2	2	..	..	..	..	..	..	..	..	9 (*h*)
6	66	72	..	..	..	..	..	..	..	..	Carried over

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APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	Great Indian Peninsula.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
Brought forward ..	3	1,902	1,905	..	4	..	9	..	..	..	13
10. Failure of permanent-way—											
(*a*) Broken rails	..	39	39	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	1	..	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	1	136	137	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	4	4	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	1,471	1,471	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged.)	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	..	6	6	..	..	..	..	..	..	..	..
(*e*) *Trains running in to road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	3	4	7	..	..	..	..	3	1	3	1
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs* (*c*), (*d*) *and* (*e*) *above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	22	22	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	1	28	29	..	..	..	..	..	..	..	..
Total .	9	3,615	3,624	..	4	..	9	3	1	3	14

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

JODHPUR.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147 and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
6	66	72	..	..	..	..	..	..	..	..	Brought forward.
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
5	..	5	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	14	14	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	6	6	..	..	..	..	..	..	..	..	12 (*e*)
..	2	2	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
11	88	99	..	..	..	..	..	..	..	..	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers. railway

Class of accident.	CLASS I — Madras and Southern Mahratta.											
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	...	...	..	...	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	1	..	1	..	19	...	9	...	...	...	28
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	...	..	..	..	..	...	..	...	...	...	...
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	9	9	..	..	..	2	..	..	..	2
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	...	..	..	...
6. Collisions between light engines . . .	..	1	1	..	..	..	1	...	..	...	1
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	3	..	3	..	..	..	..	...	..	...	...
(*b*) other causes	2	..	2	..	..	..	..	..	..	...	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	164	164	..	..	..	1	..	..	...	1
(*b*) other causes	..	173	173	..	..	..	1	...	..	...	1
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	3	3	..	..	..	..	..	..	...	...
(2) machinery, springs, etc. . . .	..	35	35	..	..	..	..	..	..	...	...
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	21	21	..	..	...	..	...	..	...	...
(2) other causes	..	82	82	...	...	...	...	..	..	...	...
(*c*) The failure of tyres	..	..	..	..	..	...	..	...	..	...	...
(*d*) Ditto wheels	..	..	..	..	..	...	...	...	..	...	...
(*e*) Ditto axles	..	8	8	..	..	...	...	...	..	...	...
(*f*) Ditto brake apparatus . . .	..	1	1	...	...	...	...	...	..	...	...
(*g*) Ditto couplings and draft gear .	3	48	51	..	...	...	...	..	...	..	...
(*h*) Other Rolling Stock failures . . .	..	..	..	..	..	..	..	..	..	..	..
Carried over .	9	545	554	..	19	..	14	...	..	...	33

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MYSORE STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	2	2	..	2	..	..	..	..	..	2	7 (*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	4	4	..	..	..	..	..	..	..	..	8 (*b*)
..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
..	12	12	..	..	..	..	..	..	..	..	9 (*a*) 2
..	5	5	..	..	..	..	..	..	..	..	9 (*b*) 1
..	26	26	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
1	..	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	62	62	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
1	115	116	..	2	..	..	..	..	..	2	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASSI

MADRAS AND SOUTHERN MAHRATTA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 and 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	jured.	Killed. (Cols. 157, 159 and 161.)	Injured. (Cols. 158, 160 and 162.)
153	154	155	156	157	158	159	160	161	162	163	164
Brought forward	9	545	554	..	19	..	14	..	..	..	33
10. Failure of permanent-way—											
(*a*) Broken rails	..	13	13	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	1	..	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	4	4	8	..	..	..	1	..	..	..	1
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	20	20	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	5	5	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	794	794	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged.)	1	..	1	..	..	..	7	..	..	..	7
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred.)	..	..	..	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track or as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	7	2	9	..	..	..	..	..	9	..	9
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	30	1	31	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	12	12	..	1	..	..	..	..	..	1
Total	52	1,397	1,449	..	20	..	22	..	9	..	51

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MYSORE STATE.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 165	Other accidents. 166	Total. (Cols. 165 and 166.) 167	*Passengers.* Killed. 168	*Passengers.* Injured. 169	*Railway servants.* Killed. 170	*Railway servants.* Injured. 171	*Other persons.* Killed. 172	*Other persons.* Injured. 173	*Total.* Killed. (Cols. 168, 170 and 172.) 174	*Total.* Injured. (Cols. 169, 171 and 173.) 175	Serial No. of Class of Accidents. (See column No. 163.) 176
1	115	116	..	2	..	..	..	..	..	2	Brought forward.
—	..	..	—	—	—	—	—	—	—	—	10 (*a*)
—	..	..	..	—	—	—	—	—	—	—	10 (*b*)
1	..	1	—	—	—	—	—	—	—	..	10 (*c*)
—	1	1	—	..	—	..	—	—	—	—	10 (*d*)
—	1	1	—	..	—	..	—	—	—	..	11 (*a*)
..	—	..	—	—	—	..	..	—	..	..	11 (*b*)
—	1	1	—	—	—	—	—	—	—	—	12 (*a*)
—	157	157	—	—	—	—	..	—	—	—	12 (*b*)
..	2	2	—	—	—	—	—	—	..	—	12 (*c*)
..	1	1	—	..	—	..	..	..	..	..	12 (*d*)
—	4	4	—	..	..	—	—	1	..	1	12 (*e*)
..	3	3	—	—	—	..	—	—	—	..	12 (*f*)
—	9	9	—	—	..	..	..	..	..	..	12 (*g*)
2	294	296	..	2	—	..	..	1	..	3	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASSI										
	NIZAM'S STATE.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured. (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4 Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..		..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	2	..	2	..		..	..	..	..	..	..
8 Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	13	13	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	10	10	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	9	9	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	2	2	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	69	69	..	..	..	..	..	..	..	..
(*h*) Other Rolling Stock failures . . .	..	7	7	..	..	..	..	..	..	..	..
Carried over	2	114	116	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
..	..	..	..	..	..	..	..	..	..	..	1
1	2	3	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	1	..	..	..	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	1	..	..	..	1	6
10	..	10	..	..	..	..	..	..	..	..	7 (*a*)
14	2	16	..	..	..	4	..	..	..	4	7 (*b*)
..	306	306	..	..	..	..	..	..	..	..	8 (*a*)
..	767	767	..	..	..	..	..	..	..	..	8 (*b*)
..	19	19	..	..	..	..	..	..	..	..	9 (*a*) 1
..	25	25	..	..	..	..	..	..	..	..	9 (*a*) 2
..	110	110	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*68	*68	..	..	..	..	..	..	..	..	9 (*b*) 2
1	10	11	..	..	..	2	..	..	..	2	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	1	1	..	..	..	..	..	..	..	..	9 (*f*)
..	49	49	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
26	1,363	1,389	..	..	..	8	..	..	..	8	Carried over.

*Includes 6 failures of Steam coaches.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASSI

Class of accident.	Nizam's State.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 and 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 and 185.)	Injured. (Cols. 182, 184 and 186.)
177	178	179	180	181	182	183	184	185	186	187	188
Brought forward .	2	114	116	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	3	3	..	..	..	..	..	..	..	..
2. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	210	210	..	..	..	..	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	2	..	2	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	3	..	3	..	..	..	..	1	..	1	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	2	..	2	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	4	4	..	..	..	..	..	..	..	..
Total .	11	331	342	..	..	..	..	1	..	1	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of Accidents. (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 and 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
26	1,363	1,389	..	..	..	8	..	..	..	8	Brought forward.
..	28	28	—	—	—	—	—	—	—	—	10 (*a*)
..	..	..	..	—	—	—	—	—	—	—	10 (*b*)
2	15	17	—	—	—	—	—	—	—	—	10 (*c*)
..	..	..	—	—	—	—	—	—	—	..	10 (*d*)
1	2	3	—	—	—	—	—	—	—	—	11 (*a*)
..	..	..	—	—	—	..	..	—	..	..	11 (*b*)
..	1	1	—	—	—	—	—	—	—	—	12 (*a*)
—	635	635	—	—	—	—	..	—	—	—	12 (*b*)
1	..	1	—	—	..	..	..	—	..	..	12 (*c*)
3	1	4	—	—	—	..	..	..	..	..	12 (*d*)
10	2	12	..	..	..	1	2	5	2	6	12 (*e*)
2	11	13	..	—	—	1	—	..	—	1	12 (*f*)
—	1	1	—	..	..	—	—	..	..	..	12 (*g*)
45	2,059	2,104	..	..	..	10	2	5	2	15	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Class of accident.	CLASSI — Rohilkhund and Kumaon. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.	*Railway servants.* Injured.	*Other persons.* Killed.	*Other persons.* Injured.	*Total.* Killed. (Cols. 205, 207 & 209.)	*Total.* Injured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Other causes	1	1	2	..	..	..	..	..	..	..	..
8 Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	1	7	8	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	8	8	..	..	..	..	..	..	..	..
(2) other causes	..	13	13	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	23	23	..	..	..	..	..	..	..	..
(*h*) Other rolling stock failures	..	..	..	..	..	..	..	..	..	..	..
Carried over	2	55	57	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act. No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 218 and 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
3	..	3	..	1	..	..	..	..	..	1	7 (*a*)
7	..	7	5	12	..	3	..	..	5	15	7 (*b*)
1	..	1	..	..	..	..	..	..	..	..	8 (*a*)
1	11	12	..	..	1	1	..	..	1	1	8 (*b*)
..	17	17	..	..	..	..	..	..	..	..	9 (*a*) 1
..	68	68	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	33	33	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	..	2	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
65	97	162	..	..	..	..	..	..	..	..	9 (*g*)
..	66	66	..	..	..	..	..	..	..	..	9 (*h*)
79	295	374	5	13	1	4	..	..	6	17	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ROHILKUND AND KUMAON									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 and 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 and 209).	Injured. (Cols. 206, 208 and 210.)
201	202	203	204	205	206	207	208	209	210	211	212
Brought forward	2	55	57	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(d) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(b) Trains running over cattle on the line	2	..	2	..	..	..	..	..	..	..	..
(c) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(d) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	..	4	4	..	..	..	..	..	..	..	..
(e) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (c) or (d) above.]	4	..	4	..	..	..	..	..	..	..	..
(f) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	3	3	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	8	64	72	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total*		Serial No. of Class of Accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216 218 and 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
79	295	374	5	13	1	4	..	..	6	17	Brought forward.
8	..	8	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
7	4	11	..	..	..	..	..	..	..	..	10 (*c*)
1	1	2	..	..	..	..	..	..	..	..	10 (*d*)
5	1	6	..	..	..	..	..	..	..	..	11 (*a*)
1	4	5	..	..	..	2	..	..	..	2	11 (*b*)
10	..	10	..	..	..	..	..	..	..	..	12 (*a*)
..	1,945	1,945	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
2	..	2	..	..	..	..	..	..	..	..	12 (*d*)
4	..	4	..	..	..	..	..	2	..	2	12 (*e*)
17	..	17	..	..	..	..	..	..	..	..	12(*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
134	2,250	2,384	5	13	1	6	..	2	6	21	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

TOTAL CLASS I

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 and 227.)
225	226	227	228
1. Collisions between passenger trains or parts of passenger trains	..	2	2
2. Collisions between passenger trains and goods or mineral trains, engines, vehicles standing foul of the line.	5	12	17
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	8	8
4. Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line.	3	89	92
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	103	103
6. Collisions between light engines	..	33	33
7. Derailments of passenger trains—			
(*a*) due to trains running in the wrong direction through points	20	6	26
(*b*) other causes	42	37	79
8. Other derailments—			
(*a*) due to trains running in the wrong direction through points	1	534	535
(*b*) other causes	4	4,653	4,657
9. Failure of engines and rolling-stock—			
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	77	77
(2) machinery, springs, etc.	..	358	358
(*b*) failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	277	277
(2) other causes	..	1,269	1,269
(*c*) The failure of tyres	1	21	22
(*d*) Ditto wheels	1	5	6
(*e*) Ditto Axles	4	41	45
(*f*) Ditto brake apparatus	..	14	14
(*g*) Ditto couplings and draft gear	68	1,974	2,042
(*h*) Other Rolling Stock failures	..	1,040	1,040
10. Failure of permanent-way—			
(*a*) Broken rails	8	158	166
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	1	3	4
(*c*) The flooding of portions of permanent-way	24	33	57
(*d*) Slips in cuttings or embankments	3	12	15
11. Fires—			
(*a*) Fire in trains	9	179	188
(*b*) Fire at stations, or involving injury to bridges or viaducts	1	41	42
12. Other accidents—			
(*a*) Passenger trains running in the wrong direction through points but not derailed	10	27	37
(*b*) Trains running over cattle on the line	2	7,351	7,353
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	4	4	8
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	45	15	60
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	36	36	72
Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	82	82	164
(*g*) Miscellaneous	3	118	121
Total	377	18,612	18,989

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

Passengers.		*Railway servants.*		*Other persons.*		*Total.*		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)	Serial No. of class of accidents (See column No. 225.)
229	230	231	232	233	234	235	236	236 (*a*)
..	..	..	..	..	..	..	..	1
20	40	..	20	..	..	20	60	2
..	..	..	..	..	..	..	..	3
..	..	3	46	..	..	3	46	4
..	..	..	3	1	..	1	3	5
..	..	..	13	..	..	..	13	6
..	1	..	5	..	1	..	7	7 (*a*)
5	14	..	8	..	..	5	22	7 (*b*)
..	..	..	4	..	..	..	4	8 (*a*)
..	..	1	9	..	..	1	9	8 (*b*)
..	..	..	..	..	..	..	..	9 (*a*) 1
..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	9 (*b*) 1
..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	2	..	..	..	2	9 (*c*)
..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	..	..	9 (*g*)
..	4	..	..	..	..	..	4	9 (*h*)
..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	1	..	..	..	1	10 (*c*)
..	..	1	1	..	..	1	1	10 (*d*)
..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	2	..	..	..	2	11 (*b*)
..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	..	..	..	..	12 (*b*)
36	77	6	12	..	..	42	89	12 (*c*)
..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	2	17	36	17	38	12 (*e*)
..	..	..	2	..	..	..	2	12 (*f*)
1	2	1	7	1	3	3	12	12 (*g*)
62	138	12	137	19	40	93	315	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Barsi Light.		
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 238 and 239.)
237	238	239	240
1. Collisions between passenger trains or parts of passenger trains	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..
6. Collisions between light engines	..	..	..
7. Derailments of passenger trains—			
(*a*) Due to trains running in the wrong direction through points	..	..	..
(*b*) Other causes	..	..	..
8. Other derailments—			
(*a*) Due to trains running in the wrong direction through points	..	..	..
(*b*) Other causes	..	12	12
9. Failure of engines and rolling stock—			
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—			
(1) boilers and tubes	..	..	..
(2) machinery, springs, etc.	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—			
(1) boilers and tubes	..	2	2
(2) other causes	..	4	4
(*c*) The failure of tyres	..	..	..
(*d*) Ditto wheels	..	..	..
(*e*) Ditto axles	..	3	3
(*f*) Ditto brake apparatus	..	..	..
(*g*) Ditto couplings and draft gear	..	2	2
(*h*) Other rolling stock failures	..	1	1
10. Failure of permanent way—			
(*a*) Broken rails	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	..	..
(*c*) The flooding of portions of permanent way	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..
11. Fires—			
(*a*) Fire in trains	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts	..	..	..
12. Other accidents—			
(*a*) Passenger trains running in the wrong direction through points but not derailed	..	..	..
(*b*) Trains running over cattle on the line	..	18	18
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occured).	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs, (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	4	4
(g) Miscellaneous	..	1	1
Total	..	47	47

DIX D (*iii*)—*contd*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.										
*Bengal Dooars.			Bhavnagar State.			Bikaner State.			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 241	Other accidents. 242	Total. (Cols. 241 and 242.) 243	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 244	Other accidents. 245	Total. (Cols. 244 and 245.) 246	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 247	Other accidents. 248	Total (Cols. 247 and 248.) 249	Serial No. of class of accidents. (See column No. 237.) 250
..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	7 (*a*)
..	1	1	2	..	2	6	..	6	7 (*b*)
..	9	9	..	..	..	..	..	..	8 (*a*)
..	1	1	..	1	1	..	..	..	8 (*b*)
..	..	..	..	4	4	..	2	2	9 (*a*) 1
..	..	..	..	10	10	..	5	5	9 (*a*) 2
..	3	3	..	..	..	..	..	..	9 (*b*) 1
..	4	4	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	2	..	2	9 (*d*)
..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	1	..	1	9	..	9	9 (*g*)
..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	1	1	2	..	6	6	10 (*a*)
..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	1	..	1	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	1	..	1	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	12 (*a*)
..	1	1	..	56	56	..	16	16	12 (*b*)
..	..	..	..	..	..	..	..	..	12 (*c*)
..	1	1	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	1	1	..	..	..	12 (*f*)
..	..	..	..	..	..	..	2	2	12 (*g*)
..	20	20	6	73	79	17	31	48	Total.

* The figures relate to the period 1st April 1940 to 31st December 1940 only. The figures of the remaining 3 months are included in E. B. Rly.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II										
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 252 and 253.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 255 and 256.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 258 and 259.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
251	252	253	254	255	256	257	258	259	260	261	262
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	1	1	1	..	1	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	1	1	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	1	1	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	41	..	41	..	2	2	1	1	2	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	37	37	..	..	..	..	17	17	..	14
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	14	14	..	1
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	4	4	..	3	3	..	8	8	..	1
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	11	11	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	6	6	..	..	..	..	..
(h) Other Rolling Stock failures.	..	..	..	..	..	..	..	..	..	..	1
Carried over	41	56	97	..	13	13	2	41	43	..	17

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			MORVI.			Serial No. of class of accidents (See column No. 251.)
Total. (Cols. 261 and 262.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 273 and 274.)	
263	264	265	266	267	268	269	270	271	272	273	274	275	276
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	1	..	1	..	..	..	..	..	..	7 (*b*)
..	12	..	12	..	..	..	..	..	..	..	4	4	8 (*a*)
14	42	..	42	..	9	9	..	..	..	..	4	4	8 (*b*)
..	..	..	..	..	..	..	..	1	1	..	..	..	9 (*a*) (1)
1	..	..	..	..	..	..	..	4	4	..	5	5	9 (*a*) (2)
..	5	..	5	..	..	..	..	..	..	..	..	..	9 (*b*) (1)
1	..	..	..	..	2	2	..	..	..	..	1	1	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	1	1	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	6	..	6	..	..	..	..	..	..	..	1	1	9 (*g*)
1	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
17	65	..	65	1	11	12	..	5	5	..	16	16	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the numbers of passengers,

Class of accident.	CLASS II										
	DARJEELING-HIMALAYAN.			DIBRU-SADIYA.			GAEKWAR'S BARODA STATE.			GON	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 252 and 253.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 255 and 256).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 258 and 259.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
251	252	253	254	255	256	257	258	259	260	261	262
Brought forward	41	56	97	..	13	13	2	41	43	—	17
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	—	—	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	—	..
(*c*) The flooding of portions of permanent-way.	..	..	..	..	..	..	1	1	2	—	..
(*d*) Slips in cuttings or embankments	8	182	190	..	..	..	..	..	..	—	..
11. Fires—											
(*a*) Fire in trains	1	..	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	6	6	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	—
(*b*) Trains running over cattle on the line.	..	3	3	..	19	19	..	78	78	—	8
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	..	..	..	..	..	..	..	..	..	..	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, likely to have resulted in an accident to a train, but no accident has actually occured).	..	..	..	..	..	..	..	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	..	2	2	..	1	1	..	..	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs* (*c*), (*d*) *and* (*e*) *above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	..	3	3	..	..	..	..	15	15	..	1
(*g*) Miscellaneous	..	..	..	..	..	..	..	21	21	—	1
Total	50	246	296	..	33	33	3	162	165	..	27

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	JAIPUR STATE.			JAMNAGAR DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols 261 and 262).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 264 and 265.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 267 and 268.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 270 and 271.) Act No.	Accidents reported to Local Governments under section 83 of the Indian Railways Act no. IX of 1890.	Other accidents.	Total (Cols. 273 and 274.)	Seriol No. of class of accidents, (See column No. 251.)
263	264	265	266	267	268	269	270	271	272	273	274	275	276
17	65	..	65	1	11	12	..	5	5	..	16	16	Brought forward.
..	2	..	2	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	1	1	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	2	2	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	1	1	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	1	1	..	..	..	12 (*a*)
8	41	..	41	..	16	16	..	14	14	..	15	15	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
1	3	..	3	..	..	..	..	1	1	..	..	..	12 (*f*)
1	12	..	12	..	1	1	..	..	..	..	..	..	12 (*g*)
27	123	..	123	1	28	29	..	25	25	..	31	31	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS. Shahdara (Delhi) Saharanpur Light.			TOTAL CLASS II					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 278 and 279.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 281 and 282.)	*Passengers.*		*Railway servants.*
							Killed.	Injured.	Killed.
277	278	279	280	281	282	283	284	285	286
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	1	1	2	..	..	..
2 Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	1	1	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..
Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..
6. Collisions between light engines . . .	..	..	..	..	1	1	..	..	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	..	..	51	4	55	..	..	..
8. Other Derailments—									
(*a*) Due to trains running in the wrong direction through points.	..	..	..	12	13	25	..	..	..
(*b*) Other causes	..	10	10	42	105	147	..	..	..
9. Failure of engines and rolling-stock—									
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	..	..	..	7	7	..	..	..
(2) machinery, springs, etc. . . .	..	5	5	..	44	44	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff									
(1) boilers and tubes	..	..	..	5	9	14	..	..	..
(2) other causes	..	..	..	..	27	27	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	2	..	2	..	..	..
(*e*) Ditto axles	..	4	4	..	19	19	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear . .	..	..	..	16	9	25	..	..	..
(*h*) Other Rolling Stock failures . . .	..	..	..	..	2	2	..	..	..
Carried over .	..	19	19	129	242	371	..	..	..

DIX D (*iii*)—*contd.*.

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways—*concld.*					Total Class III Railways.											
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 292 and 293.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 277.)
Injured.	Killed.	Injured.	Killed. (Cols. 284, 286 and 288.)	Injured. (Cols. 285, 287 and 289.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols 295 297 and 299.)	Injured. (Cols. 296. 298 and 300.)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
..	..	2	..	2	1	..	1	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	1	2	..	1	..	..	..	..	..	1	7 (*a*)
1	..	..	..	1	13	6	19	..	..	..	1	..	..	..	1	7 (*b*)
..	..	..	..	..	..	10	10	..	..	..	..	..	..	..	..	8 (*a*)
..	..	..	..	..	..	46	46	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	2	..	2	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	11	11	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	..	42	42	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	..	15	15	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
1	..	2	..	3	17	135	152	..	1	..	1	..	..	..	2	Carried over

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS — SHAHDARA (DELHI) SAHARANPUR LIGHT.			TOTAL CLASS II					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 278 and 279).	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 281 and 282).	*Passengers.* Killed.	*Passengers.* Injured.	*Railway servants.* Killed.
277	278	279	280	281	282	283	284	285	286
Brought forward	..	19	19	129	242	371	..	..	..
10 Failure of permanent way—									
(*a*) Broken rails	..	1	1	3	8	11	—	—	—
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	1	1	—	—	—
(*c*) The flooding of portions of permanent way.	..	..	..	2	3	5	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	8	182	190	..	..	2
11. Fires—									
(*a*) Fire in trains	—	..	..	2	..	2	—	..	—
(*b*) Fire at stations, or involving injury to bridges or viaducts.	—	—	..	—	7	7	—	—	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	—	..	..	..	1	1	..	..	..
(*b*) Trains running over cattle on the line.	—	3	3	41	247	288	—	—	—
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	—	..	..	..	..	..	—	—	..
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	—	5	5	..	6	6	—	—	..
(*e*) *Trains running into road traffic at level crossings.*—(When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.)	—	—	—	..	3	3	..	..	..
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.)	—	6	6	3	31	34	—	—	—
(*g*) Miscellaneous	—	7	7	12	33	45	—	—	.
Total	—	41	41	200	764	964	—	—	2

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1940-41 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*					TOTAL CLASS III RAILWAYS.											
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 292 and 293.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident (See Col. No. 277).
Injured.	Killed.	Injured.	Killed (Cols. 284, 286 and 288).	Injured. Cols. 285, 287 and 289).				Killed.	Injured.	Killed	Injured.	Killed	Injured.	Killed (Cols. 295, 297 and 299.	Injured. (Cols. 296, 298 and 300.)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
1	..	2	..	3	17	135	152	..	1	..	1	..	..	..	2	Brought forward.
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	10 (*c*)
2	..	..	2	2	1	..	1	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	1	1	2	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	13	13	..	..	..	..	..	..	..	..	12 (*a*)
..	8	11	8	11	..	102	102	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	8	5	13	..	..	..	..	..	..	..	..	12 (*d*)
..	..	..	..	..	2	28	30	..	3	..	..	..	..	..	3	12 (*e*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	7	7	..	..	..	..	..	..	..	..	12 (*g*)
3	8	13	10	16	30	302	332	..	4	..	1	..	..	..	5	Total

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 305 and 307.)		Passengers. Killed.		Passengers. Injured.	
	1939-40.	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.
304	305	306	307	308	309	310	311	312	313	314
1. Collisions between passenger trains or parts of passenger trains.	*3*	2	*6*	3	*9*	5	*34*	..	*77*	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	*8*	5	*14*	12	*22*	17	*1*	20	*9*	40
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	*1*	9	*1*	9	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	*7*	3	*84*	91	*91*	94	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	*2*	..	*54*	104	*56*	104	..	..	..	..
6. Collisions between light engines	*1*	..	*47*	34	*48*	34	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	*12*	21	*14*	7	*26*	28	..	..	..	2
(*b*) Other causes	*112*	106	*60*	47	*172*	153	..	5	*15*	14
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	*1*	13	*372*	557	*373*	570	..	..	..	..
(*b*) Other causes	*41*	46	*4,311*	4,804	*4,352*	4,850	..	..	..	..
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	*8*	2	*68*	84	*76*	86	..	..	..	..
(2) machinery, springs, etc.	*5*	..	*378*	413	*383*	413	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	*1*	5	*360*	287	*361*	292	..	..	..	..
(2) other causes	*10*	..	*1,354*	1,338	*1,364*	1,338	..	..	..	..
(*c*) The failure of tyres	..	1	*8*	21	*8*	22	..	..	..	..
(*d*) Ditto wheels	..	3	*5*	5	*5*	8	..	..	..	..
(*e*) Ditto axles	*8*	4	*41*	60	*49*	64	..	..	..	..
(*f*) Ditto brake apparatus	*1*	..	*12*	14	*13*	14	..	..	..	..
(*g*) Ditto couplings and draft gear	*90*	84	*1,799*	1,998	*1,889*	2,082	..	..	..	..
(*h*) Other Rolling Stock failures	*12*	..	*969*	1,042	*981*	1,042	..	..	..	4
Carried over	*322*	295	*9,957*	10,930	*10,279*	11,225	*35*	25	*101*	60

DIX D (iii)—*contd.*

stock, permanent-way, etc., during the years 1939-40 and 1940-41 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 304.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	
1939-40.	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40*	1940-41.	*1939-40.*	1940-41.	
315	316	317	318	319	320	321	322	323	324	325	326	327
1	..	*3*	..	..	..	..	2	*35*	..	*30*	2	1
..	..	*4*	20	..	..	2	..	*1*	20	*15*	60	2
..	..	..	..	..	..	1	..	..	..	*1*	..	3
4	3	*27*	46	..	..	..	..	*4*	3	*27*	46	4
2	..	*1*	3	*1*	1	*1*	..	*4*	1	*2*	3	5
1	..	*12*	13	..	..	..	..	*1*	..	*12*	13	6
..	..	..	5	..	..	..	1	..	..	..	8	7 (*a*)
..	..	*4*	10	..	..	..	..	..	5	*19*	24	7 (*b*)
1	..	*7*	4	..	..	..	..	*1*	..	*7*	4	8 (*a*)
..	1	*21*	9	..	..	..	..	..	1	*21*	9	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(2)
..	..	..	2	..	..	..	..	..	..	..	2	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	—	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	4	..	..	..	..	..	..	..	*4*	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	4	9 (*h*)
10	4	*83*	112	*1*	1	*4*	3	*46*	20	*133*	175	Carried over.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 305 and 307.)		Passengers. Killed.		Passengers. Injured.	
					(Cols. 306 and 308.)					
	1939-40.	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.	*1939-40.*	1940-41.
304	305	306	307	308	309	310	311	312	313	314
Brought forward	*322*	295	*9,957*	10,930	*10,279*	11,225	*35*	*25*	*101*	60
10. Failure of Permanent way—										
(*a*) Broken rails	*8*	11	*271*	167	*279*	178	..	..	*1*	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	*1*	4	*1*	5	..	..	..	..
(*c*) The flooding of portions of permanent-way.	*45*	27	*41*	36	*86*	63	*9*	..	*26*	..
(*d*) Slips in cuttings or embankments	*12*	*12*	*44*	194	*56*	206	..	..	..	..
11. Fires—										
(*a*) Fire in trains	*11*	11	*148*	183	*159*	194	..	..	*1*	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	2	2	*36*	49	*38*	51	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	*24*	10	*36*	41	*60*	51	..	..	..	..
(*b*) Trains running over cattle on the line	*55*	43	*8,671*	7,700	*8,726*	7,743	..	..	..	..
(*c*) *Train wrecking.*—(When as a result of wilful obstruction or tampering with the permanent-way, formation, structures or equipment a train or portion of a train is derailed, or seriously damaged).	*3*	4	*4*	7	*7*	11	..	*36*	*3*	77
(*d*) *Attempted train wrecking.*—(When wilful obstruction, or tampering with the permanent-way, formation, structures or equipment is detected, which, if not remedied, is likely to have resulted in an accident to a train, but no accident has actually occurred).	*37*	53	*48*	26	*85*	79	..	..	..	..
(*e*) *Trains running into road traffic at level crossings.*—[When road vehicles have not been wilfully placed on the track so as to bring the accident within either sub-paragraph (*c*) or (*d*) above.]	*59*	38	*48*	67	*107*	201	..	..	*2*	3
(*f*) *Trains running over obstructions not covered by circumstances mentioned in sub-paragraphs (c), (d) and (e) above.*—(When such obstructions have not been wilfully placed on the track, *e.g.*, fallen tree or telegraph post. This includes also petty obstructions mischievously placed on the track which have not resulted, or are not likely to have resulted in an accident to a train.	*67*	85	*181*	116	*248*	201	..	..	..	..
(*g*) Miscellaneous	*16*	15	*140*	158	*156*	173	..	*1*	..	2
Total	*661*	607	*19,626*	19,678	*20,287*	20,285	*44*	*62*	*134*	142

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1939-40 and 1940-41 on all railways open for traffic servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		Serial No. of class of accident. (See column 304.)
								(Cols. 311, 315 and 319.)	(Cols. 312, 316 and 320.)	(Cols 313, 317 and 321,)	(Cols: 314 318 and 322,	
1939-40.	*1940-41.*	*1939-40.*	*1940-41.*	*1939-40.*	*1940-41.*	*1939-40.*	*1940-41.*	*1939-40.*	*1940-41.*	*1939-40.*	*1940-41.*	
315	316	317	318	319	320	321	322	323	324	325	326	327
10	4	*83*	112	*1*	1	*4*	3	*46*	30	*188*	175	Brought forward.
..	..	..	..	..	..	..	..	..	..	*1*	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
1	..	*1*	1	..	..	*1*	..	*10*	..	*28*	1	10 (*c*)
..	3	..	3	..	..	..	..	..	3	..	3	10 (*d*)
..	..	..	..	..	..	..	..	..	..	*1*	..	11 (*a*)
..	..	..	2	*2*	..	..	..	*2*	..	..	2	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	..	*6*	8	*23*	11	*6*	8	*23*	11	12 (*b*)
..	6	..	12	..	..	..	..	..	42	*3*	89	12 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
1	..	*3*	2	*30*	17	*42*	36	*31*	17	*47*	41	12 (*e*)
..	..	*6*	2	..	..	*3*	..	..	..	*9*	2	12 (*f*)
1	1	..	7	..	1	..	3	*1*	3	..	12	12 (*b*)
13	14	*93*	141	*39*	27	*7*	53	*96*	103	*300*	336	Total

APPEN

Number of persons killed or injured during the year 1940-41 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 329, 331 and 333.)	Injured. (Cols. 330, 332 and 334.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 337, 339 and 341.)	Injured. (Cols 338, 340, and 342.)
328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344
1 Ascending or descending steps at stations.	..	5	..	19	..	..	..	24	..	..	..	..	..	..	..	..
2. Being struck, by barrows, by falling over packages, etc., on platform.	..	1	1	70	..	..	1	71	..	..	..	..	..	..	..	..
3. Falling off platforms	1	4	..	40	..	1	1	45	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	1	4	1,388	3	24	7	1,393	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	..	1	1	737	3	19	4	757	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	..	141	..	1	..	142	..	..	..	1	..	..	..	1
7. Falling off wagon doors, lamps, bales of goods, etc.	..	2	3	385	1	12	4	399	..	..	..	2	..	..	..	2
8. Falling off, or getting on or off, stationary engines or vehicles.	..	1	..	377	..	3	..	381	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	..	2	7	216	5	15	12	233	..	..	..	1	..	..	..	1
10. Stumbling whilst walking on the line or platforms.	..	13	1	317	1	12	2	342	..	..	..	..	..	1	..	1
11. Attending to stationary engines in sheds.	..	..	..	3,291	..	1	..	3,292	..	..	..	2	..	..	..	2
12. Being trampled on or kicked by horses.	..	..	..	8	..	..	..	8	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	3	2,133	2	6	5	2,139	..	..	..	8	..	..	..	8
14. Miscellaneous	1	56	17	3,743	10	39	28	3,838	..	..	..	6	..	..	..	6
Total	2	86	37	12,845	25	133	64	13,064	..	..	..	20	..	1	..	21

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents upon railways ***was not concerned.*** *in which*

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 345, 347 and 349.)	Injured. (Cols. 346, 348 and 350.)	Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 353, 355 and 357.)	Injured. (Cols. 354, 356 and 358.)	
345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361
..	..	..	..	..	..	..	..	..	5	..	19	..	..	..	24	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	1	1	70	..	..	1	71	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	..	..	..	..	..	..	..	1	4	..	40	..	1	1	45	3. Falling off platforms.
..	..	..	..	..	..	..	..	..	1	4	1,368	3	24	7	1,393	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	1	1	737	3	19	4	757	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	..	142	..	1	..	143	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	2	3	387	1	12	4	401	7. Falling off wagon doors lamps, bales of goods etc.
..	..	..	..	..	..	..	..	..	1	..	377	..	3	..	381	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	2	7	217	5	15	12	234	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	13	1	317	1	13	2	343	10. Stumbling whilst walking on the line or platforms.
..	..	..	2	..	..	..	2	..	..	..	3,295	..	1	..	3,296	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	8	..	..	..	8	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	3	2,141	2	6	5	2,147	13. Working on the line or in sidings.
..	..	..	1	1	..	1	1	1	56	17	3,750	11	39	29	3,845	14. Miscellaneous.
..	..	..	3	1	..	1	3	2	86	37	12,868	26	134	65	13,088	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1940-41

[*The figures in this statement represent the number of railway servants*

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
362	Killed. 363	Percentage of total. 364	Injured. 365	Percentage of total. 366	Killed. 367	Percentage of total. 368	Injured. 369	Percentage of total. 370	Killed. 371	Percentage of total. 372	Injured. 373	Percentage of total. 374
Assam-Bengal	..	..	5	35·7	5	100·0	8	57·2	..	..	1	7·1
Bengal and North-Western	2	40·0	18	60·0	3	60·0	12	40·0	..	..	..	..
Bengal-Nagpur	2	25·0	361	93·5	5	62·5	12	3·11	1	12·5	12	3·11
Bombay, Baroda and Central India.	12	70·6	319	100·0	5	29·4	..	..	..	..	..	..
Eastern Bengal*	6	37·5	101	56·4	10	62·5	74	41·3	..	..	4	2·24
East Indian	49	86·0	566	83·2	8	14·0	105	15·5	..	..	9	1·32
Great Indian Peninsula	23	95·8	1,412	99·6	1	4·17	..	..	..	..	5	0·35
Jodhpur	3	100·0	3	100·0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	10	83·3	295	91·3	2	16·7	28	8·70	..	..	..	..
Mysore State	1	100·0	1	100·0	..	..	..	..	..	..	..	..
Nizam's State	2	100·0	34	97·1	..	..	1	2·90	..	..	..	..
North Western	29	100·0	703	99·7	..	..	1	0·14	..	..	1	0·13
Rohilkund and Kumaon	1	33·3	..	..	2	66·6	6	100·0	..	..	..	..
South Indian	6	100·0	167	94·9	..	..	7	3·98	..	..	2	1·13
Total	146	77·7	4,015	93·3	41	21·8	254	5·90	1	0·53	34	0·79

* Includes figures of Bengal Dooars Rly. for the period 1-1-41 to 31-3-41.

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway System.
Killed. 375	Percentage of total. 376	Injured. 377	Percentage of total. 378	Killed. 379	Percentage of total. 380	Injured. 381	Percentage of total. 382	Killed. (Cols. 363, 367, 371, 375 and 379.) 383	Injured. (Cols. 365, 369, 373, 377 and 381.) 384	385
..	..	..	..	..	..	..	..	5	14	Assam-Bengal.
..	..	..	..	..	..	..	..	5	30	Bengal and North-Western.
..	..	..	..	..	..	1	0·26	8	386	Bengal-Nagpur.
..	..	..	..	..	..	..	..	17	319	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	16	179	Eastern Bengal.
..	..	..	..	..	..	..	..	57	630	East Indian.
..	..	..	..	..	..	..	..	24	1,417	Great Indian Peninsula.
..	..	..	..	..	..	..	..	3	3	Jodhpur.
..	..	..	..	..	..	..	..	12	323	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	1	1	Mysore State.
..	..	..	..	..	..	..	..	2	35	Nizam's State.
..	..	..	..	..	..	..	..	29	735	North Western.
..	..	..	..	..	..	..	..	3	6	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	6	176	South Indian.
..	..	..	..	..	..	1	0·02	188	4,304	Total.

Number of accidents which occurred during the year 1940-41 in Railway Workshops

Class I

Number of accidents and number of persons killed or injured.	Particulars.	Assam Bengal.	Bengal and North-Western.	Bengal Nag-pur.	Bombay, Baroda and Central India.	Eastern* Bengal.	East Indian.	Great Indian Penin sula.	Jodhpur.
386	387	388	389	390	391	392	393	394	395
(a) Total number of accidents ..	..	158	4	123	2,123	349	1,453	1,052	20
(b) Affecting Railway Servants.									
1. Railway workshops ..	Killed ..	..	..	..	2	1	4	..	..
	Injured ..	157	4	114	2,077	343	1,447	1,052	20
2. New works, not opened for traffic	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	1	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	48	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	2	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	1	..	4	..	..	1	..	..
Total (b) ..	Killed ..	..	..	1	2	1	4	..	..
	Injured ..	158	4	118	2,125	346	1,448	1,052	20
(c) Affecting other persons.									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
Total (c) ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
GRAND TOTAL (b+c) ..	Killed ..	..	..	1	2	1	4	..	..
	Injured ..	158	4	118	2,125	346	1,448	1,052	20

* Includes figures of Bengal Dooars Railway for the period 1st January 1941 to 31st March 1941.

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 402, 403 and 404).	No. of accidents and No. of persons killed or injured.	
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkand and Kumaon.	South Indian.						
396	397	398	399	400	401	402	403	404	405	406	
849	178	378	792	3	1,050	8,452	57	1	8,590	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	..	..	3	..	..	10	..	..	10	Killed	1
849	178	378	785	3	1,050	8,457	57	1	8,515	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	1	..	..	1	..	..	1	Killed	3
..	..	..	3	..	..	51	..	..	51	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	..	6	..	..	6	Injured	
..	..	..	4	..	..	12	..	..	12	Killed	Total (*b*).
849	178	378	788	3	1,050	8,517	57	1	8,575	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	Total (*c*).
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	4	..	..	12	..	..	12	Killed	GRAND TOTAL (*d*).
849	178	378	788	3	1,050	8,517	57	1	8,575	Injured	

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3¾″	203	100·0	908	98·8	0·66	5,690	88·9	1·27
Bengal and North-Western	3′ 3¾″	400	76·5	1,596	68·0	12·7	12,753	*Nil*	3·94
Bengal-Nagpur	5′ 6″	660	100·0	1,223	95·9	4·10	23,358	83·0	16·9
	2′ 6″	111	92·8	373	92·0	*Nil*	1,956	85·0	0·10
Bombay, Baroda and Central India.	5′ 6″	362	100·0	‡997	100·0	*Nil*	10,530	95·3	2·36
	3′ 3¾″	475	100·0	1,469	99·9	0·07	9,677	43·6	16·7
	2′ 6″	27	*Nil*	74	*Nil*	*Nil*	339	*Nil*	*Nil*
Eastern Bengal	5′ 6″	293	100·0	1,127	99·9	0·09	8,720	62·6	37·3
	3′ 3¾″	225	96·0	1,180	83·8	11·0	5,960	37·9	1·41
	2′ 6″	9	*Nil*	56	*Nil*	*Nil*	30	*Nil*	*Nil*
East Indian	5′ 6″	1,569	99·4	3,472	96·6	1·93	52,493	79·5	19·5
Great Indian Peninsula	5′ 6″	660	100·0	1,945	100·0	*Nil*	19,128	92·6	7·24
	2′ 6″	21	*Nil*	53	*Nil*	*Nil*	233	*Nil*	*Nil*
Jodhpur	3′ 3¾″	103	87·4	371	90·8	7·82	2,903	21·0	7·30
Madras and Southern Mahratta.	5′ 6″	392	99·3	849	98·1	1·89	6,278	90·0	10·9
	3′ 3¾″	321	71·7	908	95·0	2·20	6,882	2·99	44·5
Mysore	3′ 3¾″	86	90·7	327	92·1	5·50	1,491	53·9	16·8
	2′ 6″	12	91·7	30	10·0	*Nil*	88	3·40	96·6
	2′ 0″	6	*il*	5	*Nil*	*Nil*	52	*Nil*	*Nil*
Nizam's State	5′ 6″	85	100·0	194	99·5	0·52	2,449	80·9	16·9
	3′ 3¾″	83	88·0	171	100·0	*Nil*	1,444	33·5	1·52
North Western	5′ 6″	1,140	99·3	3,465	100·0	*Nil*	30,368	93·9	6·08
	2′ 6″	100	*Nil*	352	87·5	*Nil*	902	75·3	0·78
Rohilkund and Kumaon	3′ 3¾″	89	79·8	225	55·6	21·6	2,999	1·00	0·93
South Indian	5′ 6″	153	100·0	448	97·5	2·46	2,540	80·4	18·9
	3′ 3¾″	381	100·0	1,350	94·9	4·30	6,340	4·42	4·42
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		7,887	94·4	23,203	93·5	2·85	215,681	69·0	13·3
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	30	93·3	121	100·0	*Nil*	288	43·4	56·6
Bhavnagar State	3′ 3¾″	39	76·9	208	91·8	6·73	1,213	0·25	0·99
Bikaner State	3′ 3¾″	57	59·6	184	35·8	25·0	1,259	6·11	0·23
Darjeeling Himalayan	2′ 0″	34	2·90	124	100·0	*Nil*	519	100·0	*Nil*
Dibru Sadiya	3′ 3¾″	32	81·2	65	86·2	13·8	1,247	29·5	65·5
Gaekwar's Baroda State	3′ 3¾″	24	95·8	169	100·0	*Nil*	342	24·6	3·80
	2′ 6″	37	*Nil*	271	*Nil*	*Nil*	1,090	*Nil*	*Nil*
Gondal	3′ 3¾″	28	100·0	144	95·2	4·83	699	0·14	2·30
Jaipur State	3′ 3¾″	16	100·0	90	100·0	*Nil*	334	100·0	*Nil*
Jamnagar and Dwarka	3′ 3¾″	16	75·0	75	72·0	21·3	674	97·2	*Nil*
Junagad State	3′ 3¾″	18	100·0	168	100·0	*Nil*	378	0·26	5·29
Morvi	3′ 3¾″	22	90·9	130	97·7	2·30	428	3·00	3·70
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	54	15·4	*Nil*	278	100·0	*Nil*
Total	..	363	65·0	1,803	72·6	5·27	8,749	28·1	12·1
GRAND TOTAL (CLASS I & II RAILWAYS).	..	8,250	93·1	25,006	92·0	3·02	224,430	67·4	13·2

‡ Includes 120 Trailer Coaches (Electric).

§ Includes 3 Sentinel Coaches.

‖ Includes Bengal Dooars Railway Stock.

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1941.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
758	*Nil*	94·0	10	240	251	501	100·0	96·0	100·0	98·0	Assam-Bengal.
1,347	*Nil*	100·0	71	565	72	708	100·0	61·8	100·0	66·9	Bengal and North Western.
(c)898	1·80	98·2	54	393	219	666	100·0	98·0	99·0	98·5	Bengal-Nagpur.
(c)338	*Nil*	92·0	2	182	92	276	100·0	91·0	88·0	90·0	
761	*Nil*	100·0	..	310	160	470	*Nil*	99·7	66·4	85·1	Bombay, Baroda and Central India.
1,272	*Nil*	100·0	..	636	289	925	*Nil*	90·5	100·0	93·3	
74	*Nil*	41·9	..	34	27	61	*Nil*	77·3	100·0	85·9	
782	*Nil*	100·0	2	175	257	434	100·0	73·7	68·0	76·2	Eastern Bengal.
849	*Nil*	100·0	18	320	279	617	100·0	99·4	100·0	99·7	
56	*Nil*	41·1	..	...	..	..	*Nil*	*Nil*	*Nil*	*Nil*	
(b)2,949	*Nil*	76·9	126	1,117	(d) 799	2,042	100·0	96·3	97·6	97·0	East Indian.
(a)1,251	*Nil*	100·0	1	411	334	746	100·0	80·1	76·4	78·4	Great Indian Peninsula.
51	*Nil*	100·0	..	26	20	46	*Nil*	92·9	100·0	95·8	
334	*Nil*	98·3	13	96	128	237	100·0	100·0	100·0	100·0	Jodhpur.
607	*Nil*	99·3	..	202	281	483	*Ni*	97·1	97·9	97·6	Madras and Southern Mahratta.
771	*Nil*	98·4	..	283	366	649	*Nil*	100·0	98·7	99·2	
245	*Nil*	100·0	..	187	30	217	*N*	100·0	100·0	100·0	Mysore.
27	*Nil*	100·0	..	22	..	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	..	3	..	3	*Nil*	100·0	*Nil*	100·0	
142	13·4	86·6	..	54	33	87	*Nil*	100·0	100·0	100·0	Nizam's State.
139	26·6	73·4	..	68	32	100	*Nil*	97·1	97·0	97·1	
2,561	*Nil*	96·4	22	¶952	819	1,793	100·0	100·0	100·0	100·0	North Western.
292	*Nil*	78·4	8	170	45	223	100·0	100·0	100·0	100·0	
238	*Nil*	100·0	8	91	52	146	100·0	67·9	100·0	77·2	Rohilkund and Kumaon.
352	*Nil*	94·0	..	128	109	237	*Nil*	100·0	100·0	100·0	South Indian.
1,230†	*Nil*	95·3	..	509	292	801	*Nil*	88·4	72·5	81·8	
35	*Nil*	100·0	..	8	1	9	*Nil*	44·4	9·09	31·6	
18,364	0·39	93·7	330	7,182	4,987	12,499	100·0	89·5	91·2	90·4	Total.
											CLASS II RAILWAYS.
110	*Nil*	100·0	..	31	13	44	*Nil*	76·5	68·4	69·8	Barsi Light.
144	*Nil*	100·0	..	81	14	95	*Nil*	100·0	100·0	100·0	Bhavnagar State.
147	*Nil*	96·5	5	88	17	110	100·0	100·0	100·0	100·0	Bikaner State.
103	5·80	87·3	..	..	..	..	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
50	*Nil*	98·0	..	32	12	44	..	100·0	100·0	100·0	Dibru Sadiya.
166	*Nil*	100·0	..	100	52	152	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
268	*Nil*	99·3	..	158	84	242	*Nil*	97·5	100·0	98·4	
114	*Nil*	100·0	..	62	18	80	*Nil*	100·0	100·0	100·0	Gondal.
86	*Nil*	100·0	..	60	2	62	*Nil*	100·0	100·0	100·0	Jaipur State.
56	*Nil*	100·0	..	31	..	31	*Nil*	88·6	*Nil*	88·6	Jamnagar and Dwarka.
148	*Nil*	100·0	..	66	39	105	*Nil*	100·0	86·7	94·6	Junagad State.
100	*Nil*	100·0	..	46	19	65	*Nil*	100·0	86·4	95·6	Morvi.
53	*Nil*	100·0	3	12	2	17	100·0	33·3	25·0	36·2	Shahdara(Delhi)-Saharanpur.
1,545	0·39	98·6	8	767	272	1,047	100·0	84·3	87·7	85·3	Total.
19,909	0·39	94·1	338	7,949	5,259	13,546	100·0	89·9	91·9	90·0	GRAND TOTAL (CLASS I & II RAILWAYS.)

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 122 reserved cars and 56 non-passenger carrying vehicles.

(*b*) Includes 3 steam coaches but excludes 106 workmen's carriages.

(c) Difference with the total of figures in Columns No. 46 and 62 of statement No. 10-B against B. N. Railway represents 129 gasholders storevans, relief Vans etc. on the Broad gauge and 9 relief Vans on the Narrow gauge.

† Includes 48 trailer coaches (Electric)

(*d*) Includes 10 composite III and curd Vans.

¶Includes 14 prison Vans.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1940-41.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	76,463	1,02,799	3,731	1,82,993	140·1	0·04
Bengal and North Western	90,725	81,795	2,346	1,74,866	83·3	0·02
Bengal Nagpur	1,37,886	4,35,639	25,520	5,99,045	176·6	0·03
Bombay, Baroda and Central India	2,96,627	6,18,692	17,864	9,33,183	265·9	0·05
Eastern Bengal @	(b) 2,64,967	3,30,832	35,572	6,31,371	314·9	0·05
East Indian	4,85,896	7,67,750	42,225	12,95,871	298·5	0·04
Great Indian Peninsula	4,90,887	3,93,514	13,670	8,98,071	251·9	0 04
Jodhpur	9,523	24,929	5,388	39,840	35·4	0·02
Madras and Southern Mahratta	1,59,661	2,95,563	7,142	4,62,366	156·4	0·03
Mysore State	*Nil*	30,277	*Nil*	30,277	41·0	0 01
Nizam's State	1,70,743	*	28,444	1,99,187	146·5	0·05
North Western	(c) 7,53,390	9,92,736	23,931	17,70,057	254·9	0·07
Rohilkund and Kumaon	15,535	25,471	1,093	42,099	73·9	0·02
South Indian	1,69,366	1,21,955	2,509	2,93,830	117·5	0·02
Total	31,21,669	42,21,952	2,09,435	75,53,056	207·5	0·04
Class II.						
Barsi Light	4,300	5,977	384	10,661	52·6	0·02
Bengal Dooars	3,490	6,586	256	10,332	64·3	0·03
Bhavnagar State	12,888	11,914	25	24,827	80·9	0·04
Bikaner State	31	8,089	273	8,393	9·5	0·01
Darjeeling Himalayan	1,562	*Nil*	*Nil*	1,562	10·7	0·00
Dibru Sadiya	*Nil*	5,361	*Nil*	5,361	63·7	0·01
Gaekwar's Baroda State	*Nil*	8,424	6	8,430	23·7	0·01
Gondal	11,973	12,826	26	24,825	116 3	0·05
Jaipur State (d)	162	*Ni*	*Nil*	162	0·75	0·00
Jamnagar Dwarka	1,811	4,019	36	5,866	29·5	0·02
Junagad State	5,126	1,973	*Nil*	7,099	31·0	0·02
Morvi	4,860	1,816	*Nil*	6,676	50·5	0·01
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,446	817	5,263	56·9	0·02
Total	46,203	71,431	1,823	1,19,457	33·5	0·02
Class III Total	17,462	11,132	46	28,640	26·2	0·01
Grand Total	31,85,334	43,04,515	2,11,304	77,01,153	187·6	0·04

(*b*) Includes Rs. 41,539 being the cost of additional police employed for protection of Railway property during war emergency.

(*c*) Includes Rs. 2,30,060 being the cost of additional police employed for protection of Railway property during war emergency.

(*d*) In previous years, the cost of Police force and Watch and Ward Staff was borne by the Jaipur Government under Jaipur State Police Budget, but it has now been decided that the railway will have to pay the proportionate cost of policing.

* Included in column 2

@ Excludes Bengal Dooars Railway.

APPENDIX G.

Errata showing (*i*) Correctoins in comparative statements (*i.e.*, statements in which two or more years' figures are published),

(*ii*) Correctoins in statements in which only one year's figrues are published, and

(*iii*) Corrections relating to earlier years [other than those referred to at (*i*) and (*ii*)] in Vol. II of the annual Report by the Railway Board on Indian Raliways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above].*

Please see corrected figures referred to as "revised figures" in footnotes on pages 15, 114, 116, 122, to 129, 135, 136, 138, 146, 148, 157, 160, 176, 218, 234, 244, 246, 248, 250, 252, 254, 256, 263, 265 & 267.

PART II.—[*Showing particulars of (ii) and (iii) heading above.*]

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of—			Particulars.	
			Page(s).	Summary / Statement / Appendix.	Column No.	Figures as shown.	Figures as should be.
1939-40	Bengal Nagpur (B. G.) ..	1939-40	87	Statement 10	28	2	16
1939-40	Bengal Nagpur (N. G.)	1939-40	88	Statement 10 (G.S.) ..	4	12	16
1939-40	Bengal Nagpur (B. G.) ..	1939-40	91	Do. 11..	23	19	184
1939-40	Do. ..	1939-40	91	Do. 11..	24	..	14
1939-40	Do. (N. G.)	1939-40	91	Do. 11..	24	..	4
1939-40	South Indian 3' 3½" gauge ..	1939-40	196	Do. 30	164	0·48	6·48
1939-40	B., B. and C. I.	1939-40	332	Appx. F.	7	9·13	0·05
1939-40	South Indian (B. G.) ..	1939-40	87	Statement 10-C ..	28	..	2
1939-40	Do. (M. G.)	1939-40	87	Do.	28	1	3
1939-40	Bengal Nagpur (B. G.) ..	1939-40	83	Do. 10-B ..	46	817	815
1939-40	Do. ..	1939-40	81	Do. ..	12	(*n*) 175	173
1939-40	Do. ..	1939-40	81	Do. ..	13	1,693	1,645
1939-40	Do. ..	1939-40	81	Do. ..	16	1,576	1,410
1939-40	Do. ..	1939-40	81	Do. ..	Footnote	(*n*) Includes 2 Rail Cars—Steam propelled.	Delete.
1939-40	Do. ..	1939-40	87	Statement 10-C ..	26	230	278
1939-40	Mysore (M. G.)	1939-40	87	Do. ..	23	(*e*) 40	..
1939-40	Nizam's State (M. G.) ..	1939-40	87	Do. ..	23	..	(*e*) 40
1939-40	North Western (N. G.) ..	1939-40	88	Statement 10 (G. S.) ..	2	825	840
1939-40	Do. ..	1939-40	88	Do. ..	3	11,555	11,493
1939-40	Do. ..	1939-40	88	Do. ..	4	81	66
1939-40	Do. ..	1939-40	88	Do. ..	Footnote§	127	142

APPENDIX G.—*contd.*

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of— Page(s).	Summary / Statement / Appendix.	Column No.	Particulars. Figures as shown.	Figures as should be.
1939-40	North Western (N. G.) ..	1939-40	88	Statement 10 (G. S.) ..	Footnote§§	1,123 127	1,061 142
1939-40	Do. (B. G.) ..	1939-40	86	Do. 10-C ..	5	1	*Nil.*
1939-40	Do. ..	1939-40	86	Do. ..	6	521,153	*521,113*
1939-40	Do. ..	1939-40	86	Do. ..	11	60,338	60,322
1939-40	Do. (N. G.) ..	1939-40	88	Do. 10 (C. S.) ..	3	364	*358*
1939-40	Do. ..	1939-40	88	Do. ..	6	9,353	9,343
1939-40	Class I (2′ 6″ and 2′ 0″) ..	1939-40	10	Summary VIII ..	14	79	795
1939-40	East Indian	1939-40	272	Appendix C V (*b*) ..	4	370	396
1939-40	Do.	1939-40	272	Do. ..	5	69·2	67·5
1939-40	Do.	1939-40	272	Do. ..	8	117	131
1939-40	Do.	1939-40	272	Do. ..	9	21·9	22·3
1939-40	Do.	1939-40	272	Do. ..	10	37	45
1939-40	Do.	1939-40	272	Do. ..	11	6·9	7·8
1939-40	Do.	1939-40	272	Do. ..	12	4	6
1939-40	Do.	1939-40	272	Do. ..	13	0·7	1·0
1939-40	Do.	1939-40	272	Do. ..	14	7	8
1939-40	Do.	1939-40	272	Do. ..	15	1·3	1·4
1939-40	Do.	1939-40	272	Do. ..	20	535	587
1939-40	Do.	1939-40	273	Do. ..	4	1,064	1,209
1939-40	Do.	1939-40	273	Do. ..	5	63·6	64·2
1939-40	Do.	1939-40	273	Do. ..	8	394	439
1939-40	Do.	1939-40	273	Do. ..	9	23·6	23·5
1939-40	Do.	1939-40	273	Do. ..	10	174	186
1939-40	Do.	1939-40	273	Do. ..	11	10·4	10·0
1939-40	Do.	1939-40	273	Do. ..	12	18	22
1939-40	Do.	1939-40	273	Do. ..	13	1·1	1·2
1939-40	Do.	1939-40	273	Do. ..	15	1·1	1·0
1939-40	Do.	1939-40	273	Do. ..	20	1,672	1,869

APPENDIX G—*concld.*

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of— Page(s).	Number of— Summary Statement Appendix.	Column No.	Particulars. Figures as shown.	Particulars. Figures as should be.
1939-40	B. & N. W.	1939-40	183	Statement No. 30 ..	55	11,58,738	20,15,594
„	Do.	„	183	Do. ..	57	6·27	10·9
„	Do.	„	184	Do. ..	58	35,82,982	44,39,838
„	Do.	„	184	Do. ..	60	19·4	24·0
„	Do.	„	189	Do. ..	106	2,34,632	2,80,199
„	Do.	„	189	Do. ..	107	0·32	0·38
„	Do.	„	189	Do. ..	108	0·09	0·10
„	Do.	„	189	Do. ..	109	0·41	0·49
„	Do.	„	189	Do. ..	110	1·27	1·52
„	Do.	„	189	Do. ..	111	51,33,214	51,78,781
„	Do.	„	189	Do. ..	112	7·12	7·18
„	Do.	„	189	Do. ..	113	1·96	1·97
„	Do.	„	190	Do. ..	114	9·02	9·10
„	Do.	„	190	Do. ..	115	27·8	28·0
„	Do.	„	194	Do. ..	148	3,22,582	5,41,665
„	Do.	„	194	Do. ..	149	1·51	2·54
„	Do.	„	195	Do. ..	150	0·57	0·95
„	Do.	„	195	Do. ..	151	1·75	2·93
„	Do.	„	195	Do. ..	152	16,55,336	18,74,419
„	Do.	„	195	Do. ..	153	7·77	8·80
„	Do.	„	195	Do. ..	154	2·91	3·29
„	Do.	„	195	Do. ..	155	8·96	10·1
„	South Indian	„	151	Statt. 26 (*b*) (B.G.)	9	47·2	—4·72

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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

LIBRARY • ROYAL ASIATIC SOCIETY • OF THE BOMBAY BRANCH

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1941-42

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- Ram Krishna Bros., Opposite Bishram Bagh.

QUETTA—Standard Bookstall.

RAJKOT—Mohanlal Dossabhai Shah.

RAWALPINDI—Ray & Sons, Messrs. J., 43, K. & L. Edwardes Road.

SHILLONG—
- Chapala Bookstall.
- Superintendent, Assam Secretariat Press.

SIALKOT CITY—Clifton & Co.

TRICHINOPOLY FORT—Krishnaswami & Co., Messrs. S., Teppakulam.

VELLORE—Venkatasubban, Mr. A., Law Bookseller.

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 3-0-0 or 5sh. Volume II, Rs. 7-0-0 or 11sh. [1940-41].

(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways corrected up to 31st December 1941 Price Rs. 3-12-0 or 6*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1939. Published sexennially. Price Rs. 4-10- or 7*s*. 3*d*.

TECHNICAL PAPERS.

(4) Over 310 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.		*Name.*	*Author.*
No.	72	The design of well foundations for bridges	(Compiled.)
,,	148	Statistics of Railway working expenditure	G. DEUCHARS.
,,	153	River training and control on the guide bank system	F. J. E. SPRING.
,,	215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
,,	219	Technical education in relation to railways in America	H. L. COLE.
,,	239	The Central Control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
,,	242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
,,	243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
,,	244	Sleeper spacing and the effect of the new Permissible Axle-loads	A. F. HARVEY.
,,	245	Report of the Indian Railway Bridge Committee on track stresses.	
,,	247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
,,	249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
,,	250	Axle-loads, Wheel Diameter and railheads dimensions.	
,,	251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
		Description of the planning, Progress, Coaling and Engine Repair, Schedule System introduced on the G. I. P. Railway Loco. Shops at Parel	F. G. S. MARTIN.
,,	256	Notes on the preparation of railway projects	H. L. GLASS.
,,	259	The estimation of Passenger earnings on new projects	A. LINES.
,,	261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
,,	262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
,,	263	Note on composite Index numbers of Indian Railways	W. G. BARNETT.
,,	264	Memorandum on Traffic Surveys	R. N. NICOLLS.
,,	266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
,,	267	Flood-Lighting, 1929	H. J. MULLENEUX.
,,	271	Antiseptic treatment of Pinus Longifolia (Chir) for Railway Sleepers	KAMESAM.
,,	272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint)
,,	273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
,,	275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
,,	276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
,,	277	Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
,,	278	Notes on Tube Railway Construction	H. G. SALMOND.
,,	279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
,,	280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

Technical paper.		*Name.*	*Author.*
No.	281	The Belt System of Repairs introduced in the Loco. Workshops at Kancharapara	R. DE VERA IRWIN & J. R. POTTER.
,,	282	Note on " Fridera " a composition for reconditioning abraised spike holes in Railway Sleepers	S. KRISHNA & T. P. GHOSE.
,,	283	Description of a system introduced in the Stores Department of E. I. Railway with appendices	F. G. S. MARTIN AND A. R. A. HARE DUKE.
,,	284	Notes on progressive system of wagon repairs as introduced in N. W. R. Workshops at Moghalpura	B. S. SINDHU.
,,	285	Notes on the methods by which the provisions in the English Railway Act of 1921 were framed both from the points of view of the Railway Coys. and of the compilers of the Act	E. A. SIMS.
,,	286	Stresses in Fishplates for 90 lbs. Rails (with conclusions affecting the design of standard rail and fish plate sections)	A. M. SIMS.
,,	287	Report on Oil Burners and Wicks for Signal Lamps	H. E. COX.
,,	288	G. I. P. Railway Dynamometer Car, Report No. 11, Train Resistance	C. W. CLARKE.
,,	289	The Hump Yard in India	MAJOR H. W. WAGSTAFF.
,,	290	The Indian Railway Rates' Structure. The case for its simplification. Its existing shortcomings and suggested principles as a basis for its revision	A. W. BECKETT.
,,	291	Controlled Concrete	A. W. CRIPS VILLIERS.
,,	292	Hints on the Construction of a Railway in the plains with special reference to Bengal	K. B. RAY.
,,	293	Simplified Design of Masonry Arch by Elastic Theory	A. VASUDEVAN.
,,	294	Frame Arch Spans for Railway Loadings	H. J. NICHOLAS.
,,	295	The Hallade Track Recorder and Hints on the Maintenance of Curves	REPRINT.
,,	296	Paint Flaking on Railway Carriages	H. M. R. MORSE.
,,	297	The Maximum Length of Rails as affected by the range of temperature and the design of Rail-Joints	A. M. SIMS.
,,	298	Cost Accounting in English and Indian Railway Workshops	S. V. IYER.
,,	299	The determination of the permissible speeds on Curves	E. PROCTER.
,,	300	Report on investigation into modern methods of introducing Transition Curves economically into existing lines of Railway.	R. H. MARTIN.
,,	301	Note on Reconditioning of Curves	R. STRICK.
,,	302	The Coach Painters Handbook and Guide	T. VILLIERS.
,,	303	Wear of Rails on curves and check rails clearances required on curves of 4° and sharper.	A. M. SIMS.
,,	304	Description of the method of Locomotive Repair as carried out in the Kharagpur Workshops of the Bengal Nagpur Railway	L.G. BAILEY.
,,	305	Primary Stresses in Railway Tracks	W.E. GELSON.
,,	306	Creosoted Wooden Railway Sleepers (Ties) in India and elsewhere	C.W. SCOTT.
,,	307	Earthquake Reconstruction on Quetta (Railway) Division, 1936—40	R.O.C. THOMSON.
,,	308	Braking Distances of Metre Gauge Trains	E. W. BAKER.
,,	309	The Section and Armour of a Guide Bank for the Training and Control of the Great Alluvial Rivers	K. B. RAY.
,,	310	The Heat Treatment of Steel and Iron with Notes on Cemented Carbide Tools	C. W. CLARKE.

The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

Main statistics compared for four years

I.—*All Indian railways (Classes I, II and III).*

Items.		1938-39.	1939-40.	1940-41.	1941-42.
Gross earnings	(crores) Rs.	107·15	111·50	126·36	144·69
Total Working expenses	(crores) Rs.	71·18	72·20	73·19	80·32
Operating ratio	per cent.	66·44	64·75	57·92	55·51
Number of passenger originating	(millions)	530·62	529·67	575·72	623·07
Earnings from carriage of passengers	(crores) Rs.	30·73	30·47	34·14	39·69
Average earnings per passenger mile	Pies	3·15	3·16	3·29	3·46
Freight tons originating	(millions)	88·36	92·18	92·78	97·00
Earnings from carriage of goods	(crores) Rs.	68·57	72·56	81·48	89·63
Average earnings per freight ton mile	Pies	5·98	5·93	6·19	6·14
Total train miles	(millions)	197·04	198·84	200·90	206·15
Gross earnings per train mile	Rs.	5·40	5·64	6·33	7·10
Working expenses per train mile	Rs.	3·58	3·65	3·66	3·93
Net earnings per train mile	Rs.	1·82	1·99	2·67	3·17
Net earnings per mean mile worked	Rs.	8,619	9,427	12,746	15,578

NOTE.—The figures of Gross Earnings, Working Expenses and Net Earnings for 1938-39 include the Jorhat Railway and replacement and renewal expenditure on the Bengal and North-Western and Rohilkund and Kumaon railways (Company's share) which items were omitted in previous years.

II.—*State-owned railway systems.*

(The figures include statistics of worked lines of State-owned railways but exclude State-owned portions worked by the Jodhpur and His Exalted Highness the Nizam's State Railways).

Items.		1938-39.	1939-40.	1940-41.	1941-42.
Gross earnings	(crores) Rs.	99·07	103·02	117·23	134·68
Total Working expenses	(crores) Rs.	66·38	67·22	68·13	75·12
Operating ratio	Per cent.	67·00	65·25	58·12	55·78
Number of passengers originating	(millions)	477·97	477·13	519·65	563·70
Earnings from carriage of passengers	(crores) Rs.	27·89	27·65	30·99	36·21
Average earnings per passenger mile	Pies	3·11	3·12	3·25	3·44
Freight tons originating	(millions)	80·56	84·15	85·26	88·84
Earnings from carriage of goods	(crores) Rs.	63·95	67·55	76·26	84·01
Average earnings per freight ton mile	Pies	5·80	5·79	6·05	6·02
Total train miles	(millions)	179·65	180·44	182·56	187·11
Gross earnings per train mile	Rs.	5·51	5·71	6·42	7·20
Working expenses per train mile	Rs.	3·69	3·73	3·73	4·02
Net earnings per train mile	Rs.	1·82	1·98	2·69	3·18
Net earnings per mean mile worked	Rs.	9,613	10,577	14,524	17,741

INTRODUCTORY NOTE

1. The Railway Board's annual report on Indian Railways is prepared for the financial year, *i.e.*, from 1st April of one year to the 31st March of the year following.

Volume I is a narrative report dealing with the various aspects of railway working such as general administration, financial results, improvements in, and additions to, rolling stock, commercial and operating methods, recruiting, training and welfare of staff and facilities provided for the convenience of the travelling public.

Volume II contains financial and statistical summaries and statements covering the main heads of capital and revenue accounts and the complete range of railway working.

2. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$ th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$ th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

3. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

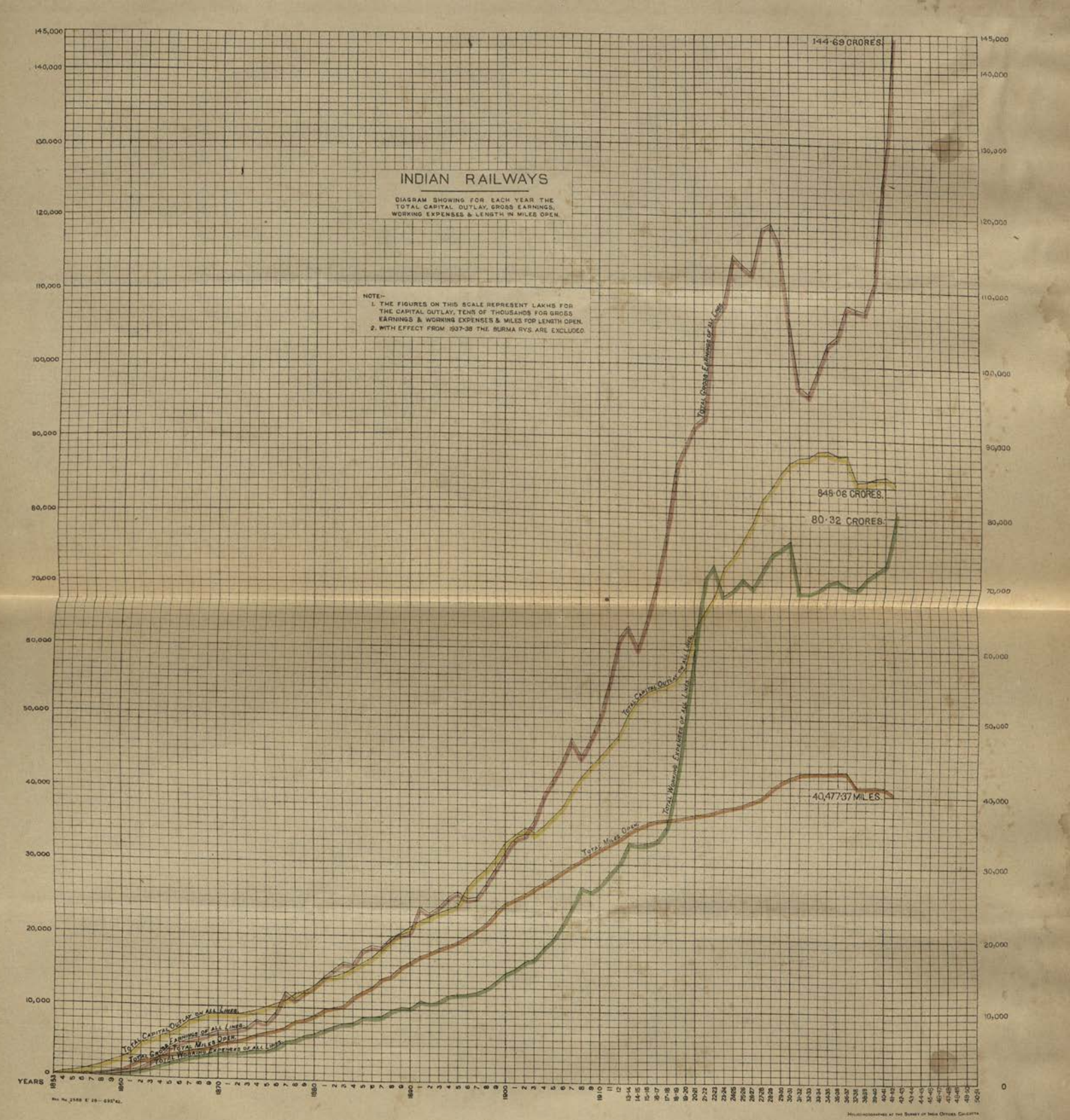
Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47) of volume II of this Report.

4. The Bikaner State Railway ranks as a class I Railway from 1-4-1941

5. The Bombay, Baroda and Central India and Assam Bengal Railways have come under State-management and the latter has been amalgamated with the Eastern Bengal Railway forming the Bengal and Assam Railway from 1-1-1942.


INDIAN RAILWAYS
DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.
NOTE:-
1. THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.
2. WITH EFFECT FROM 1937-38 THE BURMA RYS. ARE EXCLUDED.
144·69 CRORES.
848·06 CRORES.
80·32 CRORES.
40,477·37 MILES.
TOTAL GROSS EARNINGS OF ALL LINES.
TOTAL CAPITAL OUTLAY ON ALL LINES.
TOTAL WORKING EXPENSES OF ALL LINES.
TOTAL MILES OPEN.
TOTAL CAPITAL OUTLAY ON ALL LINES.
TOTAL GROSS EARNINGS OF ALL LINES.
TOTAL MILES OPEN.
TOTAL WORKING EXPENSES OF ALL LINES.
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CHAPTER I

GENERAL REVIEW

1. Monsoon conditions and agricultural results.—Rainfall in 1941 was defective and uneven. To begin with, the rains broke earlier than usual *i. e.*, in the third week of May but later there were noticeable and unwelcome stoppages during the second halves of June, July and August. Similarly the north-east monsoon—active in October, November and December caused spells of unusually wet weather over south-east and north-east India while dry weather prevailed in most of north-west India and over the region from the United Provinces to the Deccan and the Konkan. Taking the year as a whole, the rainfall was within 20 per cent. of the normal, except in the United Provinces, the North-West Frontier Province, Sind, east Rajputana, Central India, the Central Provinces, the Konkan and Hyderabad where it was defective to a moderate extent.

From the agricultural aspect, the season may, therefore, be considered as fair. The variations in the main crops are as indicated below :—

Decreases—

Sugarcane 32 per cent. less than in 1940-41.

Groundnut 31 per cent. less than in 1940-41.

Castor seed 15 per cent. less than in 1940-41.

Jute 59 per cent. smaller than the preceding season's crop. (This was due to a reduction of 62 per cent. in the acreage under Jute).

Wheat (1940-41 crop) 7 per cent. smaller than the yield of 1939-40.

Linseed (1940-41 outturn) 7 per cent. less than in the preceding season.

Rape and mustard (1940-41 outturn) 2 per cent. less than in the preceding season.

Increases—

Rice—15 per cent. more than the preceding season's crop. (One of the important causes of the increase is the restriction of acreage under jute referred to above. Most of the land released from jute was put under rice cultivation and Bengal showed a 69 per cent. increase in the yield of rice.)

Cotton—1 per cent. above the yield of 1940-41 and 8 per cent. better than the average of the preceding five years.

2. Receipts.—With the continued stimulus provided by war conditions, railway earnings for the year 1941-42 reached a new high water mark. The gross traffic receipts of State-owned railways amounted to Rs.129·18 crores, as compared with Rs. 111·94 crores in the previous year, an increase of Rs. 17·24 crores. After meeting all charges including depreciation and interest on capital at charge, the year's working resulted in a gain of Rs. 28·08 crores. Out of this surplus, Rs.20·17 crores were placed to the credit of the general revenues of the Central Government ; Rs. 4·80 crores in full payment of contribution accruing in respect of 1941-42 and Rs. 15·37 crores towards arrear contributions relating to previous years. The balance of Rs. 7·91 crores was credited to the Depreciation reserve fund in part payment of the loan previously taken.

On a comparison of the results of all Indian railways with 1940-41, the volume of traffic handled and earnings therefrom, both under passenger and goods, showed substantial improvements, as indicated below.

Items.		1940-41.	1941-42.	Percentage difference.
Number of passengers carried (millions)		575·7	623·1	+8·23
Passenger miles (millions)		19,929	22,019	+10·49
Earnings from passengers (crores)	Rs.	34·14	39·69	+16·25
Average rate charged per passenger per mile	Pies	3·29	3·46	+5·17
Average miles a passenger was carried	Miles	34·6	35·3	+2·02
Freight tons carried (millions)		92·8	97·0	+4·53
Net ton miles (millions)		25,289	29,446	+16·90
Earnings from goods carried (crores)	Rs.	81·48	89·63	+10·09
Average rate charged per ton per mile	Pies	6·19	5·14	—6·31
Average miles a ton of goods was carried	Miles	272·6	289·1	+6·05

3. Railways and the Legislature.—Out of a total number of 1,063 questions asked in both the Houses during the year 1941-42, 317 or 29·8 per cent. were answered by the Railway Department.

In addition to these questions, the Railways (Local Authorities Taxation) Bill was passed and two resolutions were discussed. These are referred to in the following paragraphs.

3.1. **Bill regarding Railways (Local Authorities Taxation).**—The bill to regulate the extent to which railway property shall be liable to taxation imposed by an authority within a province was moved in both the Houses of the Legislature and passed.

3.2. **Purchase of the Bengal and North-Western and Rohilkund and Kumaon Railways.**—A resolution was adopted recommending to the Government to give notice by the 31st December 1941 to the Bengal and North-Western and Rohilkund and Kumaon Railway Companies of the termination of their contracts and to place both these railways and the Tirhut State Railway under State management.

3.3. **Moratorium on the payment of arrears from the Railway revenues.**—A resolution was moved by the Hon'ble the Finance Member, which had, as its object, the facilitating of the payment by railways, to general revenues of certain moneys on which under the terms of the separation convention the depreciation fund would have had the first claim. The motion was adopted.

4. Railway Budget.—The Railway Budget for 1942-43, after the usual scrutiny by the Standing Finance Committee for Railways, was presented to both the Houses of Legislature on the 18th February 1942. The general discussion thereon took place in the Legislative Assembly on the 23rd February, and in the Council of State on the 24th. There was voting on demands for grants on the 25th and 26th February.

The general discussion covered a variety of subjects, the more important ones being the convention for the separation of railway from general finances, depreciation fund, the railway surplus and how it should be used, co-ordination of rail and road transport and development of alternative forms of transport, dismantlement of lines, taking over of Company-managed Railways by the State, crimes and offences on railways, corruption, hours of employment of staff, procedure for dealing with individual representations of staff, dearness allowance to staff, promotion of Muslims to the Lower Gazetted Service, railways' contribution to the war effort and the manufacture of locomotives in India.

Twelve motions for reduction in demands for grants were moved. But only eleven could be debated of which eight were negatived and three withdrawn. The time of the House was taken up mostly by discussion of the six motions relating respectively to excessive rates of fares and freights, "priority" and public supply of wagons, transport needs of the country and railway administration, grievances of the employees of Indian railways, revision of the convention of 1924 separating the railway from general finances and overcrowding in trains, particularly in intermediate and third class carriages. The first four were negatived and the other two were withdrawn. Other motions which were negatived were in respect of punishments and appeals and good conduct marks, functions of the new central transport organization and the need for co-ordinating all forms of transport, railway accidents and growth of ecclesiastical expenditure from railway revenues. The third motion withdrawn raised the question of the non-issue of cheap return tickets to the Haj pilgrims and their grievances generally. The motion which could not be debated and was not put to the House related to certain debits to revenue to which the mover wanted to object.

5. Standing Finance Committee for Railways.—The Committee met nine times during the year. They scrutinised the proposals for the Capital and Revenue expenditure to be incurred during 1942-43 and examined the demands for grants for that year prior to their being placed before the Legislative Assembly. They also examined and approved a proposal for the creation of an additional Superior post on the Great Indian Peninsula Railway. The proposals for the purchase of Mirpurkhas Khadro, Bengal and North-Western and Rohilkund and Kumaon Railways and the raising of the limit of pay up to which staff are to be entitled to dearness allowance were also considered and approved by the Committee. The Committee also approved of the advance allotment for general pur-

poses stores sanctioned in one case by the Railway Board in excess of the limit generally agreed to by the Committee.

6. Acquisition of Company Railways by State.

6.1. Termination of the Bombay, Baroda and Central India and Assam Bengal Railway Companies' contracts.—According to the Government's decision mentioned in the last year's report, these contracts were terminated and the management of the railways transferred to the State with effect from the 1st January 1942. On that date, the Assam Bengal Railway was amalgamated with the Eastern Bengal Railway, the combined system being known as the Bengal and Assam Railway. Practically the whole staff was taken over by the State.

6.2. Purchase of the Tapti Valley Railway.—This railway, a broad gauge line, 156 miles in length, was owned by the Tapti Valley Railway Company. Government had the option to purchase the line and terminate the contract with the company on the 31st March 1942. The purchase which was financially justified, was effected on that date at a cost of Rs. 1,65,29,000.

6.3. Purchase of the Mirpurkhas Khadro Railway.—The Mirpurkhas Khadro Railway, a metre gauge line of 49½ miles in length, is the property of the Sind Light Railways Ltd. It is worked by the Jodhpur Railway on behalf of Government for 60 per cent. of gross earnings, subject to a minimum guaranteed share of net earnings. Government has the option to terminate the contract and purchase the line on 31st December 1942 by giving the company 12 months' previous notice. As the purchase was financially justified, Government have exercised the option and given the required notice to the Company. On purchase the line will be worked by the Jodhpur Railway as part of, and on the same terms and conditions as, the Jodhpur-Hyderabad Railway (British section).

6.4. Purchase of the Bengal and North-Western and Rohilkund and Kumaon Railways.—The Bengal and North-Western Railway, a metre gauge line of 1,259 miles, is owned by the Bengal and North Western Railway Company Ltd. which also manages the Tirhut Railway, a metre gauge line of 829 miles, and the Mashrak Thawe branch of 39 miles, which are Government property. The Rohilkund and Kumaon Railway, a metre gauge line of 259 miles, is owned by the Rohilkund and Kumaon Railway Company Ltd., which also manages the Lucknow-Bareilly Railway which is a metre gauge line of 311 miles and is Government property. Under the terms of the contracts with these Companies, Government has the option, on giving 12 months' previous notice, to determine the contracts and purchase the railways and also to take over the management of Government owned railways on the 31st December 1942. As the purchase etc., was considered financially justified, the Secretary of State on the recommendation of the Government of India has given the required notice to the Companies that the lines will be taken over by Government with effect from 1st January 1943.

7. Central Advisory Council for Railways.—Three meetings of the Central Advisory Council for Railways were held during the year. The following subjects were discussed :—

(*i*) Nomination of Members of the Central Advisory Council for Railways to the Local Railway Advisory Committees.

(*ii*) Dismantlement of branch lines for War purposes.

(*iii*) Ticketless travel—Administrative measures.

(*iv*) Review of the working of the rules and orders relating to the representation of minority communities in the Services of State-managed railways by Mr. Frank D'Souza, C. I. E.

(*v*) Closing of Morappur Hosur and Tirupattur Krishnagiri Branches of the South Indian Railway.

(*vi*) Termination or renewal of contracts of the Bengal and North-Western and Rohilkund and Kumaon Railways.

(*vii*) Supply of rolling stock from Indian Railways for defence purposes overseas.

8. Local Railway Advisory Committees.—Inspite of altered conditions and the heavy burden thrown on Railway Administrations, their discussions with Local Advisory Committees have continued. These Committees have been found to

constitute a valuable link with the public. Seventy-seven meetings were held during the year as compared with seventy-nine during the previous year.

9. Railway Rates Advisory Committee.—Sir Madhavan Nair, having resigned on the 13th December 1941, Khwaja Sir Mohamed Noor, a retired Judge of the Patna High Court, was appointed as President of the Committee on the 5th January 1942.

10. Railways and the war.—The strain on railways on account of the war increased greatly during the year. Military traffic reached unprecedented levels, supplies similarly increased and industries throughout the country expanded steadily. The slack period, which was a normal feature of railway working during the summer months, disappeared completely in the summer of 1941 and railways were therefore not in a position to make up arrears of traffic which had accumulated during the previous busy season. Alternative means of transport contracted seriously and while all essential traffic moved, railways were not able to meet in full all the demands placed on them. It was necessary during the year to control the distribution of coal by the appointment of a Coal Distribution Officer and towards the end of the year a priority system for the control of all transport by rail was introduced. Difficulties in obtaining supplies of materials increased and railways were strictly rationed in their demands for commodities such as steel. During the early part of the year, the efforts of railways were largely concentrated on assisting the transport needs of the forces guarding the western approaches to India in Iraq and Iran. Towards the end of the year the approach of the Japanese to the eastern frontier of India caused very considerable changes in the normal flow of traffic in the country as a whole and very heavy traffic to the north-east frontier. These changes further reduced railways' capacity to meet demands in full. While the resources of railways were primarily employed in meeting demands for transportation, they were still able to render assistance to the War effort to an even greater extent than in the previous year. Work on munitions production in railway workshops steadily increased and at the end of the year over 16,000 railway employees were engaged solely on this work. About 230 officers had been released for service in the army or with the Supply Department and a number of subordinates had also been released to be given emergency commissions in Railway Transportation Units. Railways also, at the special request of the Defence Department, undertook the recruiting and training of a large number of men for Railway Military Units for service overseas and had to find from their own resources the officers and staff to do the recruiting and training. Track and rolling stock were supplied to the Defence Department both for overseas and for use in India. With the approach of the War to India's frontiers, a large Air Raid Precautions organisation was built up on railways and this was controlled by a special organisation in the Railway Board.

11. Air Raid Precautions on Railways.—An Air Raid Precautions Organisation has been formed on railways for the purpose of keeping trains running and of preventing and dealing with damage and casualties within railway premises. Railway Administrations were authorised to constitute Railway Air Raid Precautions Services for any railway area under their control and for such other areas, not being railway areas, as may be agreed upon between the Provincial Government and the Railway Administration.

The Air Raid Precautions Organisation on Railways is similar to that constituted in the adjacent non-railway areas, and arrangements have been made for close co-operation, and for mutual assistance between the two organisations, should the necessity arise.

In addition to the Air Raid Precautions measures which are taken by Railways in towns which have been classified by the Central Government, Railways have also taken measures in other railway installations and areas which are important for railway operation. Air Raid Precautions measures have been taken in all those railway workshops which are employed on war work.

The Railway A. R. P. Services are recruited mainly from railway servants who perform A. R. P. work in addition to their railway duties, but certain additional staff for full-time A. R. P. duties have been appointed as found necessary.

In addition to the provision of structural precautions for the protection of personnel and valuable plant, etc., the A. R. P. measures consist of the organisation and training of the following services :—

(*a*) The Wardens Service.

(*b*) The Casualty Service.
(*c*) The Rescue Services.
(*d*) The Fire-Watching and Stirrup Pump Party Service.
(*e*) The Fire-Fighting Service.
(*f*) The Communications Service.
(*g*) The Anti-Gas and Decontamination Service.
(*h*) The Bomb Reconnaissance and Confirmation Service.

The Railway Board authorised the payment to part-time members of the Rauway A. R. P. Services of an allowance equivalent to about 10 per cent of their pay, to cover out-of-pocket expenses.

A small number of railway personnel were trained in the various branches of A. R. P. work at the schools opened by the Civil Defence Department of the Government of India and by Provincial Governments. The personnel so trained imparted knowledge to the personnel of the Railway A. R. P. Services in schools run by the Railways, and helped to organise Railway A. R. P. Services.

Most of the A. R. P. equipment required by Railways is being obtained through the Central Government.

CHAPTER II

FINANCIAL RESULTS

12. Trade Review.—The values of exports and imports from and into the country are an important index of the movement of commodities for which transport is to be provided. The total value of exports including re-exports from British India during the year 1941-42 recorded a further increase and amounted to Rs. 252·9 crores against Rs. 198·7 crores in the preceding year, an increase of Rs. 54·2 crores or 27·3 per cent. There were noticeable increases under exports of cotton manufactures including twist and yarn, tea, raw jute and jute cloth, food grains, lac (chiefly shellac) and hides and skins, while decreases were registered under raw cotton, jute bags and tobacco.

The value of imports of foreign merchandise into British India also rose to Rs. 173·3 crores from Rs. 157·0 crores in the preceding year, *i.e.*, an increase of Rs. 16·3 crores or 10·4 per cent. The increases were mainly under raw cotton, motor omnibuses, machinery and millwork, fuel oil and sugar. On the other hand, decreases were recorded under textile group (chiefly cotton piecegoods and artificial silk), kerosene oil and paper and pasteboard. The imports of metals and ores, coal-tar dyes and rice decreased in quantity but increased in value.

A.—*Financial results of State Railways (including worked lines).*

13. Financial results of working.—The gross receipts of railways were Rs. 135·17 crores in 1941-42 against Rs. 117·58 crores in 1940-41, an increase of Rs. 17·59 crores. The increase was both under goods and coaching.

The ordinary working expenses amounted to Rs. 63·54 crores against Rs. 55·62 crores in the previous year, or Rs. 7·92 crores more. The amount set apart from revenue for depreciation was Rs. 12·68 crores against Rs. 12·64 crores in 1940-41 or Rs. 4 lakhs more. The operating ratio, that is, the ratio of working expenses to gross traffic receipts was 47 per cent. (excluding depreciation) against 47·3 per cent. in 1940-41. The ratio (including depreciation) was 56·4 per cent. against 58 per cent. in the previous year.

Miscellaneous transactions during 1941-42 resulted in a net receipt of Rs. 90 lakhs against Rs. 85 lakhs in 1940-41. Payments to worked lines as their share of earnings amounted to Rs. 3·33 crores against Rs. 3·03 crores in the previous year, or Rs. 30 lakhs more.

The net revenue was Rs. 56·52 crores against Rs. 47·14 crores in 1940-41 or Rs. 9·38 crores more.

Due to fall in the rate of interest from 4·41 per cent. to 4·34 per cent., the interest charges in 1941-42 fell to Rs. 28·44 crores from Rs. 28·68 crores in 1940-41.

Against the surplus of Rs. 18·46 crores in 1940-41, the surplus in 1941-42 was Rs. 28·08 crores. Under the special arrangements introduced last year, Rs. 7·91 crores would have accrued to the railway reserve and the general revenues would have received Rs. 20·17 crores (Rs. 4·80 crores on account of 1 per cent. contribution for the year, Rs. 6·03 crores in payment of arrears of contribution and Rs. 9·34 crores as advance payment). The arrangements, referred to, were, however, reconsidered during 1941-42 and it was decided that the whole of the payment to the general revenues, over and above the 1 per cent. contribution, should go to discharge the liability for the arrears of contribution, and the railway share of the surplus should go towards discharge of the loans from the depreciation fund. Accordingly, Rs. 7·91 crores were credited to the depreciation fund, Rs. 4·80 crores were paid as current contribution to the general revenues and Rs. 15·37 crores as arrear contribution. The sum of Rs. 7·53 crores paid to the general revenues in 1940-41, over and above the 1 per cent. contribution for that year, was also taken in payment of the arrears.

13.1. The appropriation to the depreciation reserve fund was Rs. 12·68 crores and the amount withdrawn for renewals was Rs. 5·35 crores resulting in a net accretion of Rs. 7·33 crores to the fund. Adding Rs. 7·91 crores paid in partial discharge of the loans from the fund, the balance at credit of the fund at the end of the year was Rs. 51·85 crores, the nominal balance being about Rs. 74·23 crores.

13.2. The total works expenditure during the year under review amounted to Rs. 1·31 crores, of which *minus* Rs. 4·04 crores were under capital and Rs. 5·35 crores from the depreciation reserve fund. Of the capital expenditure *minus* Rs. 4·02 crores related to open lines and *minus* Rs. 2 lakhs to new constructions. These figures do not take account of Rs. 4·87 crores on account of repayment to the Assam Bengal Railway and Bombay, Baroda and Central India Railway Companies of their share of capital on the termination of the contracts.

13.3. The unliquidated liabilities of railways which, at the end of last year, stood at Rs. 30·29 crores on account of loans from the depreciation fund and Rs. 28·18 crores on account of unpaid contributions to general revenues, were reduced, after making adjustment of Rs. 18 lakhs in rectification of certain previous mistakes, to Rs. 22·38 crores and Rs. 12·63 crores respectively at the end of the year under review.

14. Net traffic receipts, interest charges and surplus.—The statement below compares the surplus and the percentages of net traffic receipts and interest charges to the capital at charge for the five years ending with 1941-42.

(In lakhs of rupees).

Year.	Net traffic receipts.	Percentage of net traffic receipts to capital at charge.	Interest charges.	Percentage of interest charges to capital at charge.	Surplus.
1937-38	32,07	4·3	29,26	3·9	2,76
1938-39	30,44	4·0	29,30	3·9	1,37
1939-40	32,80	4·3	29,11	3·8	4,33
1940-41	46,29	6·1	28,68	3·8	18,46
1941-42	**55,62**	**7·4**	**28,44**	**3·8**	**28,08**

15. Traffic Receipts.—During the year under review, there was an increase over last year under all the heads of traffic receipts as shown below :—

(Crores of rupees).

	1940-41.	1941-42.
Passenger earnings	31·12	36·36
Other coaching earnings	7·36	10·78
Goods earnings	76·77	84·76
Sundry earnings	2·57	3·44
Suspense	—·24	—·17
Total	117·58	135·17
Less :—		
Earnings of worked lines	5·64	5·99
Net	111·94	129·18

The total increase including Rs. 35 lakhs in the earnings of worked lines was Rs. 17·59 crores, Rs. 5·24 crores under passenger traffic, Rs. 3·42 crores under other coaching traffic, Rs. 7·99 crores under goods traffic and Rs. 94 lakhs under miscellaneous. The net increase in the traffic receipts of State-owned lines was Rs. 17·24 crores.

The increase under passenger earnings was under all classes. The figures for Class I Railways are given below :—

(In lakhs of rupees).

	*1940-41.	1941-42.
First class	86	1,21
Second class	1,55	2,16
Intermediate class	1,43	1,90
Third class	28,85	32,91
Total	32,69	38,18

* Inclusive of Bikaner State Railway for purposes of comparison.

The details of traffic earnings of individual railways are given in statements No. 3 and 6, pages 40—41 and 48—50, of Volume II of this report.

16. Working expenses.—The working expenses of each railway are detailed in statements No. 3 and 7, pages 40-41 and 51—61, of Volume II of this report.

17. Losses and gains.—The statement below compares the net gain or loss on each railway with the previous year. For the purpose of calculating the gain or loss, the figures shown in the Companies' accounts have been recast to accord with the Government accounting procedure, *i.e.*, the working expenses include the appropriation to the depreciation fund and not the actual expenditure on renewals and replacements which is taken into account in the Companies' own accounts.

(In lakhs of rupees).

Year	B.&A. (E.B.)	E. I.	G.I.P.	N. W. (Commercial)	N. W. (Strategic)	B. & A. (A.B.)	B. N.	B. B. & C. I.	M.&S.M.	S. I.	Lucknow—Bareilly	Tirhut
1940-41	—24	5,10	3,53	2,81	—1,52	—46	1,49	3,93	1,11	48	18	58
1941-42	—8	5,59	6,45	4,85	—1,33	—54	2,42	4,47	2,07	1,28	17	499

18. Effect of the War on earnings and working expenses.—The movement of troops and commodities required for military purposes continued to be on a very large scale. There was also considerable internal movement of indigenous products due to shortage of imported goods and increased output by Indian industries. The shortage of shipping diverted heavy traffic from sea to rail. The higher cost of motor transport and petrol rationing similarly diverted considerable traffic from road to rail. The evacuation of coastal towns and the influx of refugees from Malaya States and Burma added to passenger traffic. But the loss of European and Far Eastern markets and the shortage of shipping seriously affected the overseas trade and consequently had an opposite effect on railway earnings. The net result was, however, a very substantial increase in earnings, which were about Rs. 135 crores against Rs. 117½ crores in 1940-41.

The working expenses also increased from Rs. 55½ crores in 1940-41 to Rs. 63½ crores in the year under review. The increase was partly due to expenses on additional staff and stores for handling additional traffic and partly to enhancement in the rate of dearness allowance, measures for protection from air raids and the rise in the prices of materials.

19. Analysis of Financial results of working.—An analysis of the financial results of the working of the railways owned by the State is given in the following statement for 1940-41 and 1941-42 :—

(Figures in thousands of rupees.)

Railways.	Capital at charge.	Deduct amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Payments to worked lines.	Net Receipts.	Percentage of Net Receipts on capital at charge.	Charge against Net Revenue Receipts.		Gain.	Loss.
									Payments on account of share of Surplus Profits.	Interest charges.		
					State Lines Managed by State.							
B. & A. (A. B.)—												
1940-41	24,84,64	2,21,22	22,63,42	2,26,27	1,71,53	8,15	46,59	1·9	12	92,87	..	46,40
1941-42	24,50,16	..	24,50,16	2,40,57	1,89,65	7,50	43,42	1·8	1,43	96,50	..	54,51
B. B. & C. I.—												
1940-41	74,28,39	5,49,00	68,79,39	14,80,17	7,65,33	33,54	6,81,30	9·2	(a) 21,67	2,66,37	3,93,26	..
1941-42	74,03,09	85,00	73,18,09	16,81,69	8,30,30	37,98	7,63,41	10·3	46,02	2,70,60	4,46,79	..
B. & A. (E. B.)—												
1940-41	53,89,62	..	53,89,62	6,88,89	5,11,12	8,01	1,69,76	3·1	..	1,94,20	..	24,44
1941-42	53,57,41	..	53,57,41	7,52,16	5,54,98	8,38	1,88,80	3·5	..	1,96,93	..	8,13
E. I.—												
1940-41	1,50,52,97	..	1,50,52,97	24,35,52	13,43,22	...	10,92,30	7·3	..	5,82,68	5,09,62	..
1941-42	1,48,51,91	..	1,48,51,91	27,13,39	15,79,80	..	11,33,59	7·6	..	5,74,69	5,58,90	..
G. I. P.—												
1940-41	1,12,90,93	..	1,12,90,93	17,26,65	9,34,08	39,68	7,52,89	6·7	..	4,00,36	3,52,53	..
1941-42	1,12,63,30	..	1,12,63,30	22,02,09	11,18,90	43,91	10,39,28	9·2	..	3,94,01	6,45,27	..
N. W.—												
1940-41	1,47,91,78	..	1,47,91,78	19,60,73	12,40,81	28,86	6,91,06	4·7	..	5,61,55	1,29,51	..
1941-42	1,46,69,44	..	1,46,69,44	22,92,70	13,56,71	30,34	9,05,65	6·2	..	5,53,81	3,51,84	..
					State Lines Managed by Companies, etc.							
B. N.—												
1940-41	78,52,55	6,82,29	71,70,26	12,14,63	7,44,69	1,13	4,68,81	6·6	6,69	3,13,26	1,48,86	..
1941-42	78,96,48	6,82,29	72,14,19	13,50,09	7,81,56	1,02	5,67,51	7·2	13,34	3,12,14	2,42,03	..
M. & S. M.—												
1940-41	53,50,62	6,59,33	46,91,29	8,37,86	4,82,19	11,17	3,44,50	6·4	11,92	2,21,18	1,11,40	..
1941-42	53,09,54	6,59,33	46,50,21	9,83,86	5,30,65	13,02	4,40,19	8·3	14,07	2,18,78	2,07,34	..
S. I.—												
1940-41	46,41,27	5,64,76	40,76,51	6,13,98	3,84,74	9,49	2,19,75	4·7	5,26	1,66,56	47,93	..
1941-42	45,82,07	5,64,76	40,17,31	7,26,56	4,68,21	13,68	3,04,67	6·7	13,17	1,63,90	1,27,60	..
Other Railways—												
1940-41	18,10,10	2,12,51	15,97,59	5,73,12	2,48,17	1,68,91	1,56,04	8·6	3,98	68,75	83,31	..
1941-42	16,89,20	2,45,84	14,43,36	6,24,46	2,71,17	1,82,09	1,71,20	10·1	4,85	62,98	1,03,37	..
Interest on Dep : and Reserve Fund Balances—												
1940-41	..	..	..	1,59,56	..	..	1,59,56	..	..	..	1,59,56	..
1941-42	..	..	..	2,14,19	..	..	2,14,19	..	..	..	2,14,19	..
Net Misc. Receipts and Charges not attributable to any one railway—												
1940-41	..	..	..	..	..	..	..	..	..	..	..	(b) 18,71
1941-42	..	..	..	..	..	..	..	..	..	..	..	26,75
Total Central												
1940-41	7,60,92,87	28,89,11	7,32,03,76	1,19,17,38	68,25,88	3,08,94	47,82,56	6·3	46,64	23,67,78	18,46,43	..
1941-42	7,54,72,60	22,37,22	7,32,35,38	1,37,31,76	76,21,93	3,37,92	57,71,91	7·6	92,88	23,44,34	28,07,94	..
Provincial Railways—												
1940-41	..	..	...	..	..	..	...	..	..	..	..	..
1941-42	...	..	..	(c) 1	..	..	1	..	..	..	1	..
N. W. (Comm.)—												
1940-41	1,14,14,64	..	1,14,14,64	17,87,45	10,43,28	28,86	7,15,31	6·3	..	4,34,15	2,81,16	..
1941-42	1,12,95,62	..	1,12,95,62	20,86,95	11,44,5	30,34	8,12,56	8·1	..	4,27,54	4,85,02	..
N. W.— Non-Comm. (Strategic)												
1940-41	33,77,14	..	33,77,14	1,73,28	1,97,53	..	—24·25	—0·7	..	1,27,40	..	1,51,65
1941-42	33,73,82	..	33,73,82	2,06,75	2,12,66	..	—6,11	—0·2	..	1,26,27	..	1,32,13

	1940-41	1941-42
(a) Includes payments to Jaipur Durbar	8,67	12,93
(b) Includes recoveries from Travancore Durbar	37	..

(c) Represents figures on account of Subsidized Companies.

B.—*General results of working of all Indian Railways.*

20. Analysis of earnings.—The total earnings of all railways, including those in which the Government of India have no financial interest, amount to Rs. 144·69 crores, of which Rs. 89·63 crores or 62·0 per cent. were from goods traffic, Rs. 39·69 crores or 27·4 per cent. from passenger traffic and Rs. 15·37 crores or 10·6 per cent. from parcels, luggage and other miscellaneous sources of revenue.

20.1. Passenger earnings—In comparison with 1940-41, passenger earnings on all Indian Railways increased by Rs. 5·55 crores to Rs. 39·69 crores, an increase of 16·3 per cent.; the number of passengers carried increased by about 47 millions—an increase of about 8 per cent., and passenger miles by 2,090 millions, an increase of about 11 per cent. Some of the striking variations in passenger traffic on individual railways are indicated below :—

(Figures in lakhs).

Railway system.	Variations as compared with 1940-41. Passengers carried.	Earnings.
	No.	Rs.
North Western	+13,6	+1,51
Great Indian Peninsula	+10,4	+ 90
East Indian	+ 1,7	+ 74

Detailed figures of the number of passengers carried, passenger miles and earnings therefrom are given in Summary X, Statements No. 12 and 36, pages 12—13, 92—99 and 227—233 respectively of volume II of this report.

20.2. Goods earnings—The earnings from goods traffic on all railways increased by Rs. 815 lakhs or 10 per cent. as compared with 1940-41. The tonnage of goods carried increased by about 4 millions tons or about 5 per cent. and each ton was carried an average of approximately 289 miles instead of only 273 miles last year with the result that the net ton miles registered an increase of 2,758 millions or about 11 per cent. over last year.

There were appreciable increases under military traffic, fuel (mainly coal), sugar, oilseeds, gram and pulse, other grains, wood, marble and stone, cement, metallic ore and rice while decreases were registered under iron and steel wrought, cotton manufactured, molasses, kerosine oil and fruits and vegetables.

The heaviest increase in goods traffic was registered on the Great Indian Peninsula Railway where the tonnage carried increased by 2·7 millions—an increase of over 22 per cent.

Detailed goods statistics will be found in Summary X, Statements No. 13, 29 and 36, pages 12—13, 100—111, 161—176 and 227—233 respectively of volume II of this report.

CHAPTER III

NEW CONSTRUCTION AND ENGINEERING WORKS

21. Capital Expenditure.—At the end of March 1942, the total capital at charge on all railways, including those under construction, amounted to Rs. 848·06 crores, of which Rs. 754·73 crores was capital at charge on State-owned railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 93·33* crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned railways is composed as follows :—

	£
Liability and debt incurred in purchase of railways	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	—29,284,941
Net amount outstanding	120,821,689†
	Rs. (omitting 000)
Direct expenditure by Government	5,93,63,17
The above sterling figure converted into rupees	1,61,09,43†
Grand Total	7,54,72,60

By far the greater portion of this amount, namely Rs. 7,32,35,38,000 is Government capital and only 1-33rd or Rs. 22,37,22,000 is owned by Companies, etc. These figures include Rs. 33,73,82,000 on account of capital expenditure to the end of March 1942, on strategic lines.

The total capital outlay on all railways during 1941-42 was *minus* Rs. 3·57 crores, of which *minus* Rs. 4·04 crores related to State-owned railways. The minus figure is mainly due to adjustments on account of dismantled lines and sale of rollingstock to the Defence Department.

The distribution of the capital outlay in 1941-42 over the different State-owned lines is shown in the summary below :—

(Figures in lakhs.)

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	42	2	44	..	44
Bombay, Baroda and Central India	—17	—16	—33	..	—33
Bengal and Assam (Eastern Bengal)	3	—35	—32	..	—32
East Indian	—1,30	—34	—1,64	..	—1,64
Great Indian Peninsula	50	—37	13	..	13
Madras and Southern Mahratta	11	—52	—41	..	—41
North Western	—1,10	—3	—1,13	—2	—1,15
South Indian	..	—59	—59	..	—59
Other Indian railways	—17	..	—17	..	—17
Total	—1,68	—2,34	—4,02	—2	—4,04

* Includes Rs. 8,87,000 representing outlay on the Alnavar-Dandeli Railway.

† £2,575,000 and £2,000,000 representing share capital of the Great Indian Peninsula and Bombay, Baroda and Central India Railways respectively paid off during 1925-26 and 1941-42 respectively have been converted at the appropriate average rate of exchange for those years and the balance of £116,246,689 at the rate of 1*s.* 6*d.* to the rupee.

Note.—A part of the capital expenditure on Provincial railways (14,61) shown separately in previous years has been included under direct expenditure by Government (13,22) and the balance (1,39) representing expenditure on a siding has been omitted.

22. Mileage of Lines opened or sanctioned in 1941-42.—No mileage was opened during the year although sanction was accorded to the construction of a new line of 32·18 miles (3′ 3⅜″ gauge) from Morvi to Halvad in the Morvi State.

23. Surveys and Lines under construction during 1941-42.—No surveys and no new constructions were undertaken during the year. Moreover the construction of the two sections Mudkhed-Adilabad (to be constructed by the H. E. H. the Nizam's State Railway) and Fatehpur-Bissau (to be constructed by the Jaipur-State Railway) where work had been previously reported (in 1939-40 and 1940-41) as suspended due to war conditions, remained suspended.

24. Lines closed during 1941-42.—Mention was made in the last year's Report of the dismantlement of branch lines of railways which had been necessary to provide track for military operations. In the year under review, there have been further heavy demands. After supplying as much as possible by rolling of new rails and by utilising railways' stock of second-hand material, the balance had to be met by dismantling branches as a last resort. The branches dismantled were selected in consultation with the Provincial Government or the Indian State concerned after carefully considering the relative position of all branches in India with regard to their remunerativeness and other means of transport available in the area. The following lines were closed during 1941-42, besides the Raipur Forest Tramway belonging to the Government of the Central Provinces :—

(i) Auhadpur-Balamau, East Indian Railway.
(ii) Utraitia, Sultanpur-Zafarabad, East Indian Railway.
(iii) Bhagalpur-Mandar Hill, East Indian Railway.
(iv) Tinpahar-Rajmehal, East Indian Railway.
(v) Unao-Madhoganj, East Indian Railway.
(vi) Fort Abbas-Kutal-Imara, North Western Railway, (belonging to the Bahawalpur State).
(vii) Rohtak-Gohana, North Western Railway.
(viii) Joginder Nagar-Nagrota (Kangra Valley Railway), North Western Railway.
(ix) Bobbili-Salur, Bengal Nagpur Railway.
(x) Vasad-Kathana, Bombay, Baroda and Central India Railway.
(xi) Madura-Bodinayakkanur, South Indian Railway.

25. Open Line Improvements.

	Amount. Rs.
Bengal and Assam Railway.	
Replacing Main signals with Home signals and inter-locking 11 way-side stations, Gauhati Branch	1,59,000
Bengal and North-Western Railway.	
Retired alignment of main line between Thana Bihpur and Narayanpur	1,65,138
East Indian Railway.	
42·14 miles of secondary relaying on the Barka Kana Loop, and 4·72 miles of secondary relaying with 85 lb. rails on the Asansol Division	6,86,462
Great Indian Peninsula Railway.	
Improvements to the Up and Down yards at Itarsi	1,80,500
Remodelling and inter-locking of Dhond Yard	4,34,257
Electrification into Wadala Yard	1,14,669
Madras and Southern Mahratta Railway.	
Re-alignment of main line between mile 12/18 and 13/5 between Londa and Tinai Ghat and provision of 4-4 ft. Hume reinforced cement concrete pipe line in lieu of Bridge No. 60 collapsed	1,12,395
Improvements to watering arrangements at certain stations on the North East line	3,02,000

	Amount. Rs.
Rohilkund and Kumaon Railway.	
Signalling and Interlocking at 10 stations on the Lucknow-Bareilly section	97,234
South Indian Railway.	
Re-alignment of track from mile S. 27/13-14 to S. 27/24 and construction of a new bridge on the new alignment, Shoranur Cochin Railway	1,12,994

26. Important Works Sanctioned.

Bengal Nagpur Railway.	
Provision of 204 single room quarters for Labour Department trainees at Khargpur	1,05,634
East Indian Railway.	
Cost of providing temporary additional facilities on the Allahabad and Lucknow Divisions in connection with the Kumbh Mela at Allahabad in 1942	3,75,000
Temporary roadway over the Upper Sone Bridge and approach roads thereto	1,57,011
Provision of Down slow line between Ondal and Khana, Stages I and II	19,64,436
Great Indian Peninsula Railway.	
Provision of Staff quarters at Dhond	3,41,642
Provision of a new building for the Indian Institute at Dadar station	58,364
Military Depots.	
Provision of railway sidings and spans etc., to serve various military depots	66,93,425
Medical facilities.	
Provision of medical facilities for staff at Saidpur, Lalmanirhat, Pilibhit, Byculla and at various stations on the Bengal Nagpur Railway	89,377

27. Bridge Strengthening and Protection Programme.

Bengal and Assam Railway.	
Gangadhar Bridge—Re-inforcing the apron of the right guide bund throughout and down stream portion of the left guide bund	1,08,000
Extension of protection bank at Raita from chain 51 to 57 in connection with Hardinge Bridge	2,99,000
East Indian Railway.	
Balawali Ganges Bridge—Works in connection with extension of training bund, bridge No. 1248	2,92,242
Madras and Southern Mahratta Railway.	
Renewal of flooring and strengthening of spans of the Godavari Bridge	7,00,603
Repairs to Bridge No. 175 between Mormugao and Portuguese frontier	2,88,908
Rebuilding certain bridges, Portuguese frontier to Londa (14 bridges)	2,58,000
Rebuilding certain laterite bridges (on Belgaum District) between Londa and Guniji	1,50,000
Rohilkund and Kumaon Railway.	
Regirdering Gomti Bridge No. 27, 2 spans of 40 ft. girders at mile 3/21 ch. 272,945 between Lucknow City and Daliganj station	1,20,094

CHAPTER IV

TRANSPORTATION

A.—Operating.

28. Volume of traffic handled.—The progress of the war brought considerable fresh demands on rail transport as a result partly, of increased military activity and partly more intensified production of the industry engaged largely on war work. The year thus witnessed a phenomenal increase in the volume of traffic handled, both passenger and goods. The increase in the passenger miles—a unit for measuring the passenger traffic handled—was 10·8 per cent. and that in the ton miles—a unit for measuring the freight traffic handled—was 11·4 per cent. as compared with the preceding year. The following statement shows the amount of traffic handled and the increases as compared with the preceding year and over the pre-war year (1938-39) :—

(Figures in thousands.)

Particulars.	Class I Railways.				
	1938-39.* (Pre-war).	1940-41.*	1941-42.	Percentage of increase (+) or decrease (—) as compared with 1938-39.	Percentage of increase (+) or decrease (—) as compared with 1940-41.
Passenger miles	18,072,018	19,220,995	21,298,028	+17·9	+10·8
Net ton miles†	21,462,533	24,559,329	27,351,483	+27·4	+11·4

* Includes Bikaner State Railway for comparison with 1941-42.

† Excludes Departmental.

29. Train miles.—This increased volume of traffic was dealt with without a corresponding increase in train miles which were kept as low as possible.

The number of train miles run to carry the traffic referred to above is compared in the table below :—

(Figures in thousands.)

Particulars.	1938-39.* (Pre-War).	1940-41.*	1941-42.	Percentage variations with 1938-39.	Percentage variations with 1940-41.
Passenger (including proportion of mixed) train miles.†	111,503	109,040	107,209	—3·85	—1·68
Goods (including proportion of mixed) train miles.§	69,172	74,698	81,111	+17·3	+8·59

* Includes Bikaner State Railway for comparison with 1941-42.

† Includes mileage of electric locomotive and electric multiple unit trains but excludes departmental.

§ Includes mileage of electric locomotive trains but excludes departmental.

With an increase in "passenger miles" of 10·8 per cent., the train miles were actually reduced by 1·68 per cent. as compared with the previous year. But although the number of passenger trains was reduced, the composition of trains was strengthened to offset partly the loss of accommodation.

Similarly with an increase of 11·4 per cent. in "net ton miles" there was only an increase of 8·59 per cent. in goods train miles.

Detailed figures of train miles of class I railways are given in statements No. 17 and 32, pages, 120-121 and 219—222, and those of classes II and III railways in statement No. 37, pages 234—238, of volume II of this report.

In paragraphs below the results of passenger and goods train services on Class I Railways are reviewed by gauges :—

30. Passenger trains.

(Figures in thousands).

Particulars.	Class I Railways.					
	Broad gauge.			Metre gauge.		
	1940-41.	1941-42.	Percentage of variations with 1940-41.	1940-41.*	1941-42.	Percentage of variations with 1940-41.
Passenger miles . . .	13,329,347	14,954,643	+12·2	5,658,855	6,099,271	+7·79
Coaching vehicle miles (including proportion of mixed).	1,046,834	1,067,806	+2·00	511,355	499,562	—2·31
Passenger train miles† (including proprotion of mixed).	72,663	71,590	—1·48	33,824	33,164	—1·95

* Includes Bikaner State Railway for comparison with 1941-42.

† Includes electric multiple unit suburban trains.

On the broad gauge railways, while passenger miles increased by 12·2 per cent., the coaching vehicle miles increased by only 2·0 per cent. and the passenger train miles decreased by 1·5 per cent. On the metre gauge railways an increase in passenger miles of 7·8 per cent. was achieved with a small reduction in the train miles and vehicle miles. These figures show that with public co-operation railways have been able to make a fuller use of their train services.

30.1. Punctuality of passenger trains.—The following table shows the percentage of passenger trains not losing time to the total number of trains run on all Class I Railways during 1941-42 as compared with 1940-41 :—

	All trains (including electric multiple unit trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
BROAD GAUGE.					
1940-41	84·2	77·2	79·7	92·4 91·5*	89·3
1941-42	77·7	65·7	75·8	86·1 87·1*	71·7
METRE GAUGE.					
1940-41	84·9	78·8	87·9	97·5 92·2†	82·1
1941-42	80·2	66·2	84·9	93·1 89·8†	76·0

* Bombay, Baroda and Central India and Great Indian Peninsula Railways electric multiple unit trains.

† South Indian Railway's electric multiple unit trains.

31. Goods trains.

(Figures in thousands).

Particulars.		Class I Railways.				
		1938-39.* (pre-war)	1940-41.*	1941-42.	Percentage variations with 1938-39.	Percentage variations with 1940-41.
Goods (including proportion of mixed) ton miles.†	B.G.	18,283,959	21,041,216	23,524,197	+28·7	+11·8
	M.G.	3,092,602	3,428,560	3,725,129	+20·5	+8·65
Wagon miles (including proportion of mixed).	B.G.	2,117,936	2,328,866	2,533,041	+19·6	+8·77
	M.G.	663,822	711,516	741,984	+11·8	+4·28
Goods train miles (including proportion of mixed).	B.G.	48,018	52,762	57,396	+19·5	+8·78
	M.G.	19,400	20,113	21,691	+11·8	+7·85

* Includes Bikaner State Railway for comparison with 1941-42.

† Excludes Departmental.

On the broad gauge railways, goods ton miles increased by 11·8 per cent. in comparison with the previous year but the wagon miles rose by 8·77 percent. and the goods train miles by 8·78 per cent. only. On the metre gauge railways an increase in freight ton miles of 8·65 per cent. in comparison with the previous year was operated with an increase in wagon miles of 4·28 per cent. and in train miles of 7·85 per cent. Since the broad gauge carried nearly 84 per cent. of the total goods traffic, the heavier train loads on that gauge were of material value to the total effort.

31.1. Goods train Speeds.—The average speed of goods trains (steam) was somewhat lower than last year, *i.e.*, 10·6 miles per hour for broad gauge and 10·7 miles for metre gauge railways. This was mainly due to delays caused by heavier strain on line capacity on some of the through routes. Other factors like engineering restrictions, efforts to obtain better train loads and difficulty of keeping up the standard of locomotive maintenance also contributed to a limited extent towards this.

31.2. Goods train loads.—The smaller rise in train mileage, as compared with the rise in the increased volume of traffic referred to in paragraph 28 was the result of an improvement in the average net or freight load of goods trains. On the broad gauge railways the net or freight load per goods train (steam) increased from 398 tons 1940-41 to 409 tons in 1941-42. The following railways achieved marked improvements in the average net load per train, as indicated below :—

Average net or freight weight per train.

Broad gauge.	Bengal Nagpur.	Bombay, Baroda & Central India.	Great Indian Peninsula.	North Western.
1940-41	414	378	369	315
1941-42	431	387	393	330

Metre gauge.	Jodhpur.	South Indian.
1940-41	180	170
1941-42	206	180

32. Stock usage.—With a small reduction in the rolling stock equipment, the increased traffic which railways were called upon to carry, was handled by more intensive utilisation of the stock. In the following sub-paragraphs the usage of stock during the year is reviewed.

32.1. Engine usage.—This is measured in terms of engine miles per engine per day. Comparing with the previous year the daily mileage per engine on line *i.e.*, inclusive of the time occupied under repairs etc., increased from 83 to 87 on the broad gauge and 77 to 81 on the metre gauge. The percentage of engines under or awaiting repairs in Mechanical and Transportation Workshops was further reduced on the broad gauge from 17 per cent. in 1940-41 to 16·5 per cent. during the year under review but increased on the metre gauge from 12·5 per cent. to 13·6 per cent.

In addition to the improvement in engine miles per day per engine on line mentioned above, there was also an improvement in the loads hauled by the engines. Thus the net ton miles per locomotive day showed an increase both in relation to the locomotives on line and locomotives in effective use.

	Net ton miles per goods locomotive day on line.	Net ton miles per goods locomotive daily in use.
BROAD GAUGE.		
1940-41	17,154	26,661
1941-42	18,330	26,902
METRE GAUGE.		
1940-41	7,637	12,157
1941-42	8,111	12,389

Details of engine usage are given in statement No. 22, pages 136—139 of volume II of this report.

32.2. **Wagon usage.**—One of the best statistical units to measure the operating efficiency of wagon usage is the ' average number of miles run per wagon day ', both loaded and empty wagons being taken into account. These figures for Class I Railways are as follows :—

	Broad gauge.		Metre gauge.	
	1940-41.	1941-42.	1940-41.	1941-42.
Wagon miles per wagon day	42·9	47·0	33·1	35·9

Another unit showing the extent of wagon utilisation is ' net ton miles per wagon day ' which reflects the effect of both, the movement of wagons, and the load that is put into a wagon. The results as shown by this unit were still more satisfactory. Figures for Class I Railways are as follows :—

	Broad gauge.		Metre gauge.	
	1940-41.	1941-42.	1940-41.	1941-42.
Net ton miles per wagon day	392	441	163	182

Details of vehicle and wagon miles and their usage are given in statements No. 19 and 24, pages 130—133 and 142—143 of volume II of this report.

32.3. **Reduction in wagons loaded with ' smalls '.**—One of the methods of achieving better wagon usage was to focuss the attention on the number of wagons loaded with smalls. It is known that such wagons carry light loads and are also detained for long periods at loading, unloading and repacking stations. Efforts were, therefore, made to reduce the wagons carrying such traffic. The results achieved are shown in the statement below :—

	No. of wagons loaded with ' smalls '.		Reduction in comparison with 1940-41.	Percentage of No. of wagons loaded with 'smalls' to the total number of wagons loaded.	
	1940-41.	1941-42.		1940-41.	1941-42.
Broad gauge	1,173,007	1,040,723	—11·3%	23·1	20·6
Metre gauge	648,923	563,238	—13·2%	25·9	23·1

33. Measures to get better wagon loads.—With the object of obtaining an improvement in wagon loads, all railways have given careful consideration to the necessity for the revision, or overhaul, of their arrangements for the transport of " smalls " traffic and the results obtained have been dealt with in the previous paragraph. Endeavours were made to reduce transhipment to a minimum and to increase the load per vehicle to a maximum. Careful attention was given to the introduction of schemes for nominated loading, thus ensuring a better usage of the wagon stock available. Furthermore, attention was paid to the making up of road vans to the fullest possible load and despatching them to the furthest possible points as through sealed vans, thus economising in the number of wagons required.

Intensive propaganda was undertaken to drive home to the loading public the necessity for ensuring maximum wagon usage.

Considerable progress was also made in the programming of the movements of certain commodities.

A reference is also invited to sub-paragraph 37·1 of the report, which deals with other action taken by Railways to improve loading of wagons.

24. Operating—general.—With the entry of Japan into the War in December, 1941, hostilities extended to Malaya and Burma, with the natural result of a considerable increase in the activities of railways. Personnel and supplies passing through the main ports necessitated the running of a considerable number of special trains, thus adding to the already heavy burden. Special trains also had to be run for evacuees returning to their homes and also on account of the heavy exodus from Calcutta. This increase in traffic, allied with considerable military movements, adversely affected goods train services throughout India, and metre gauge railways were further handicapped by the demands placed on them for locomotives and wagons for despatch to overseas theatres of war.

The advent of petrol rationing in August, 1941, also brought an increase in traffic to the railways.

Measures were taken to relieve the situation as and when opportunity offered, and amongst other matters all railways devoted attention to the following :—

(i) the formation of through train loads for the longest possible distances in order to avoid marshalling at goods yards *en route* ;

(ii) securing of the maximum possible wagon load ;

(iii) the adoption of the shortest rail route, wherever feasible, regardless of the financial interests of individual railways ;

(iv) when adequate notice of the movement of special military trains was received, goods traffic was restricted on routes working to capacity so as to obviate delays to loaded wagons ; and

(v) the employment of non-pooled wagons, wherever possible, to relieve the strain on the wagon pool.

In addition to these measures, the Controller of Coal Distribution kept a careful check on the use of wagons and the distribution of coal to factories and essential users with the object of ensuring supplies being made from the nearest source. Also certain types of non-pooled stock were placed under the control of the Director of Wagon Interchange so as to obviate unnecessary light running and securing the maximum use of these vehicles.

The extent to which the unabated efforts of railways contributed towards improved operating efficiency is indicated in figures quoted in paragraphs 28 to 32.

35. Wagon position in the pool.

35.1. Broad gauge wagon pool.—The number of public service wagons (in terms of four-wheelers) in use at the end of the year was 151,300 *i.e.*, 1,485 less than at the end of 1940-41. The total number of wagons loaded during the year was 5,056,584 being a decrease of 29,735 wagons or 0·59 per cent. as compared with the previous year. The highest daily loading was registered in the ten-day period ending 10th April 1941 when an average of 15,462 wagons were loaded daily. The highest average daily loading in the previous year was 16,196 wagons in the period ending 31st January 1941 and the highest daily loading on record is 17,339 during the period ending 29th February 1940.

Demands throughout the year exceeded the available wagon supply.

The number of wagons temporarily out of service on all broad gauge railways varied between 5,633 wagons and 7,716 wagons.

35.2. Metre gauge wagon pool.—The number of public traffic wagons on 31st March 1942 was 44,846 *i.e.*, 5,365 wagons less than at the end of 1940-41. The heaviest loading was recorded during period ending 10th February 1942 when an average daily loading of 7,253 wagons was attained. The highest daily loading recorded previously was 8,882 wagons in the period ending 29th February 1940. Owing to the release of a substantial number of wagons for service overseas, the resources of the pool were considerably reduced.

36. Neutral examination of Interchanged Stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions :—

Agra East Bank (from 1st June 1941).
Agra Cantt.
Ajni-Nagpur.
Chheoki.
East Dock Jn. (from 1st July 1941).
Ghaziabad.
Khanalampura.
New Delhi.
Waltair.

B.—*Commercial.*

37. Alterations in rates and fares.—The year under review saw a radical change in the general rates and fares policy of Indian Railways. Instead of canvassing traffic, Railways were obliged to adopt the general policy of discouraging movement by rail. With this end in view, the usual week-end and holiday concessions and reduced fares admissible to students, boy-scouts, girl-gu des, excursion special trains, etc., were withdrawn. Similarly, cheap rates and fares quoted for passenger, parcels and goods traffic in competition with rival transport services or for developing traffic were mostly cancelled by Railways. Particular attention was paid to restricting the carriage of non-essential commodities and eliminating avoidable long hauls by diverting traffic to shorter routes and by quotation of special rates to prevent re-booking.

37.1. Special efforts to secure better Wagon Loads.—The usual practice on railways, when quoting rates lower than the ordinary classified rates, has been to attach suitable minimum weight conditions to these rates. There were, however, a few exceptions to this general practice. For instance, in the case of grains, pulses, and seeds common, reduced rates applied equally to traffic in small lots as well as in wagon loads. While in several other cases, the minimum weights, fixed more in consideration of the peace time requirements of the trade than of operational economy, resulted in poor utilisation of wagon space.

With the rapidly increasing demands for the transport of essential war and supply requirements, it was necessary to eliminate all causes contributing to light loading of wagons. The Indian Railway Conference Association was requested to examine this question very carefully and on their recommendation railways took the following action for ensuring better wagon usage :—

(a) suitable minimum weight conditions were attached to reduced rates quoted for commodities like grains, pulses and seeds common, etc., which were not previously subject to any such conditions ;

(b) minimum weight conditions applying to the reduced rates quoted for several commodities were enhanced.

A further step taken in this direction was to impose the usual increased charge of 2 annas per rupee to consignments of food grains moving in small lots. The exemption from the increased charge which consignments of food grains have enjoyed since the inception of the charge, however, continues for traffic moving in full wagon loads.

38. Co-ordination of Rail, Road and Water Transport.—This subject continued to receive the closest attention of the Railways and others concerned. As a result of the recommendation of the Transport Advisory Council, the Provincial Governments set up Boards of Transport comprising among others representatives of important railways for surveying the available transport facilities by rail, road and water, to examine the demands for transport and to advise on actions to be taken for co-ordinating the competitive services.

With a view to enabling the parallel road and river services to function satisfactorily, the Railways withdrew practically all competitive rates and fares and gave every facility for expansion to their peace time rivals.

As examples of co-ordination of rail and water services with a view to relieving rail transport, the following cases are mentioned :—

(i) The through traffic formerly carried over the Bengal and North Western and Bengal and Assam Railways *via* Katihar has been diverted to the combined rail-cum-river route by mutual agreement between the Railways and the Joint Steamer Companies.

(ii) A new co-ordinated rail-river service was set up by the Bengal and Assam Railway in conjunction with the Bengal River Service Company, Ltd., for the transport of certain descriptions of goods traffic between Calcutta and several river stations of the Bengal River Service Company, Ltd. The traffic is interchanged at Goalundo. Coal traffic both for the public and railway for stations on the Dacca, Chittagong and Surma Valley sections, which was formerly carried by the all rail route *via* Santahar and Fulchhari is now carried by this co-ordinated service.

39. Closer contact with business interests.—In pursuance of the policy of maintaining close contact with business interests, informal meetings were held in Calcutta and other important centres with representatives of Chambers of Commerce and Trade Associations. The subjects discussed were varied and included such questions as freight charges, changes in the classification of commodities, wagon supplies, facilities for passengers and goods traffic, earlier opening and closing of goods sheds on account of lighting restrictions, and the procedure for reservation of accommodation at Howrah station during rush periods, etc.

40. Efforts made by railways to feed war industries.—Authorities interested in the erection of such factories were requested to consult the Railway Department before finally choosing the sites for them, giving details of the areas from which raw products in bulk would be drawn, the source from which coal would be drawn, and the destination of the manufactured products, so that the transport implications could be studied and advice given whether the sites were suitable from the railway point of view.

41. Claims for compensation and refunds.—The increased volume of traffic, which has seriously strained the staff at the goodsheds, resulted in increased number of claims received and the amounts paid during the year, with a consequent increase in the number of claims outstanding at the close of the year. Number of applications for refunds of overcharges on goods and parcels also was higher than in the previous year and the time taken for settlement of these claims was slightly more on some railways. The following are some of the details by railways :—

Item No.	Particulars.	B.& A. (A. B.)	B. & N. W.	B. N.	B. B. & C. I.	B.& A. (E. B.)	E. I.	G. I. P.	M. & S. M.	N. S.	N. W.	R. & K.	S. I.
1	Number of cases involving compensation for goods or parcels lost, damaged, or delayed carried over as unsettled at the close of preceding year.	244	411	..	1,341	1,337	1,581	905	518	199	1,567	295	609
2	Number of claims received (and re-opened) for compensation on account of goods or parcels lost, damaged, or delayed during the current year	1,968	3,751	..	17,946	9,447	15,594	15,049	7,787	1,384	19,327	1,080	6,563
3	Balance outstanding as unsettled at the close of the year . . .	230	443	..	2,461	2,803	1,669	2,045	1,230	460	3,817	265	2,179
4	Average time taken in settlement of claims (Days)	26	82	..	30	63	33	26	42	91	35	81	68

Railways are, however, taking action to strengthen the staff dealing with claims to expedite settlement of claims.

42. Mela Traffic—Kumbh Mela at Prayag' 42.—The Kumbh Mela which occurs at Prayag (Allahabad) once in 12 years, was held during January and February 1942. It was originally intended to make arrangements for the Kumbh Mela on a full scale, but it was subsequently decided by the Government of India to prohibit the carriage by rail of pilgrims intending to proceed to the Mela, as it would have been impossible to cope with such traffic owing to the Railways' commitments in the matter of essential military and civil traffic.

42.1. To afford relief to Railways, Provincial Governments and Indian States were asked to reduce or suspend altogether cattle fairs, horse shows and other such functions, which involve the use of rail transport. This request met with a good response.

CHAPTER V

RAILWAY COLLIERIES

43. The output from the principal Railway Collieries during the year 1941-42 compares with the previous year's output as follows :—

Colliery.	Owned by	Output.	
		1940-41.	1941-42.
		Tons.	Tons.
1. Bhurkunda	State Railways	114,164	143,095
2. Kargali	Do.	631,173	793,593
3. Kurharbaree and Serampore	Do.	664,846	548,279
4. Joint Bokaro	E. I. & B. N. Railways	1,004,534	1,093,352
5. Joint Sawang	Do.	50,806	55,451
6. Jarangdih	B., B. & C. I. and M. & S. M. Railways.	83,913	77,673
7. Talcher	M. & S. M. Railway	206,518	220,725
8. Kurasia	B., B. & C. I. Railway	280,451	304,341
Total		3,036,405	3,236,509

44. Tonnage of coal inspected.—The State Railways' Coal Department inspected 8,395,863 tons coal during 1941-42 as compared with 8,120,639 tons in 1940-41.

45. Indian Coal Grading Board.—The Department continued to carry out work on behalf of the Indian Coal Grading Board during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1941 was 1,773,624 tons.

46. Coal mined in India.—In 1941 the coal mined in the various provinces of British India amounted to 26,088,573 tons as against 26,130,778 tons in 1940, a decrease of 42,205 tons.

47. Coal despatched by Rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows :—

	1940-41 Tons	1941-42 Tons
East Indian Railway	15,407,841	15,509,774
Bengal Nagpur Railway	9,913,940	10,036,882

48. Coal shipped from Calcutta.—Shipment, including bunker coal, from the port of Calcutta to Indian and Foreign ports during 1941-42 amounted to 2,092,504 tons as compared with 2,342,385 tons in 1940-41. This includes 140,813 tons of Indian coal shipped to the Ceylon Government Railway.

CHAPTER VI

ROLLING STOCK AND MATERIALS

49. Additions to equipment.—During the year, the following locomotives and rolling stock, including arrears brought forward from previous years, were on order for broad and metre gauge railways :—

Items.	Broad gauge.	Metre gauge.
Locomotives	74	5
Coaching stock	659	361
Goods stock	2,317	673

New locomotives and rolling stock actually placed on the line during the year as additions or in replacement of condemned stock were as under :—

Items.	Broad gauge.	Metre gauge.
Locomotives	8	..
Coaching stock	244	78
Goods stock	130	93

In terms of 4-wheelers.

49.1. Engines.—The average tractive effort per engine rose from 26,110 lbs in 1940-41 to 26,118 lbs. in 1941-42 on the broad gauge, while that on the metre gauge fell from 14,991 lbs. to 14,846 lbs.

50. Construction of locomotives at Ajmer.—Difficulties in the supply of material have caused serious delays to the orders for construction of light broad gauge locomotives in the metre gauge workshops of the Bombay, Baroda and Central India Railway at Ajmer.

51. Supply of Rails and fishplates from indigenous sources.—Consequent upon the restrictions on the supply of steel the orders placed with Messrs. The Tata Iron & Steel Co. Ltd. during the year under review amounted only to 36,993 tons of rails and 1,488 tons of fishplates.

52. Value of Railway materials purchased.—The value of stores purchased by class I Railways (excluding the Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State Railways which are mainly or wholly the property of Indian States) decreased from Rs. 17·89 crores in 1940-41 to Rs. 15·60 crores in 1941-42. The value of "indigenous materials" purchased declined by Rs. 152 lakhs and that of 'imported materials' by Rs. 77 lakhs. Heavy decreases occurred under rolling stock (Rs. 137 lakhs) and permanent-way material and track tools (Rs. 122 lakhs). Hardware stores and building materials show increases of Rs. 16 and Rs. 12 lakhs respectively. A summary of the value of stores purchased is given below. The detailed figures are given in Appendix A pages 240-243, of Volume II of this report.

Particulars.	Value of imported materials (in lakhs).			Value of indigenous materials (in lakhs).	Total purchases (in lakhs)	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1941-42.	1940-41.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
A. Bridge work and its parts, fittings and special fastenings . .	..	..	..	5	5	3
B. Engineering plant and components including all hand and power machinery	..	6	6	2	8	7
C. Workshop machinery, plant and equipment including pneumatic machinery and tools . .	2	16	18	2	20	21

Particulars.	Value of imported materials (in lakhs).			Value of indigenous materials (in lakhs).	Total purchases (in lakhs).	
	Purchased direct.	Purchased through agents in India.	Total imported materials.		1941-42.	1940-41.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
D. Permanent-way material and track tools . .	1	2	3	2,20	2,23	3,45
E. Rolling-stock . .	32	71	1,03	83	1,86	3,23
F. Building materials, water mains, sewage system and track and yard enclosing material and signal and interlocking materials, etc.	1	14	15	50	65	53
G. Stores hardware, copper, tin and zinc ware, all leather, canvas and India rubber in bulk, metals, painters' stores, timber and fuel and fuel oil, etc.	9	1,59	1,68	4,97	6,65	6,49
H. Electrical and train and locomotive lighting plants and materials, etc., and telegraph and telephone equipment . .	4	48	52	16	68	73
All other stores . . .	2	1,20	1,22	1,98	3,20	3,15
Total .	51	4,36	4,87	10,73	15,60	17,89

52.1. Purchase of wooden sleepers.—The total amount spent on wooden sleepers on Class I railways (excluding Bikaner, Jodhpur, Mysore and H. E. H. the Nizam's State railways) was Rs. ·97 crores in 1941-42 as compared with Rs.1·16 crores in 1940-41.

53. In-take of indigenous goods.—The comparative figures for the years 1940-41 and 1941-42 are given below: these include purchases made through the Indian Stores Department and by the Railway Board.

Railways.	Year.	Total value of purchases (in lakhs).				Percentage of Col. 5 to Col. 6.
		Stores imported direct.	Imported stores purchased in India.	Stores of Indian manufacture or of indigenous origin.	Total.	
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	
State-managed . .	1940-41 .	3·94	3,12·20	7,47·96	10,64·10	70·3
	1941-42 .	0·90	2,59·62	6,46·37	9,06·89	71·3
Company-managed* .	1940-41 .	76·46	1,71·77	4,76·88	7,25·11	65·8
	1941-42 .	50·57	1,76·03	4,26·66	6,53·26	65·5
Total . . .	1940-41 .	80·40	4,83·97	12,24·84	17,89·21	68·5
	1941-42 .	51·47	4,35·65	10,73·03	15,60·15	68·8

* Both A. B. and B. B. & C. I. Railways have been included under Company-managed Railways for the purpose of comparison though both were taken over by the State from 1st January, 1942.

54. Stores Balances.—The statement below compares the total stores balances at the end of 1941-42 with those at the end of 1940-41.

(Lakhs of rupees).

Year.	B. & A. (A. B.)	B. N.	B. B. & C. I.	B. & A. (E. B.)	E. I.	G. I. P.	M. & S. M.	N. W.		S. I.	Other Rlys.	Total.
								Commercial.	Strategic.			
1940-41 .	40	1,57	93	95	2,27	1,40	56	2,65	35	79	62	12,49
1941-42 .	28	1,74	98	1,01	2,26	1,71	64	2,60	29	80	64	12,90

Central Standards Office for Railways.

55. Civil Engineering Branch.—During the year under review, the more important designs issued by the Civil Engineering Branch included :—

(a) Callender-Hamilton railway bridge material for emergency repairs to bridges,

(b) modifications to existing bogie wagons for the transport of Armoured Fighting Vehicles, and

(c) a large number of simplified turnout designs for overseas requirements.

55.1. Civil Engineering Publications.—New or revised Codes of Practice for (a) Steel Structures, (b) Steel Bridges and (c) Arch Bridges were issued during the year, also a revised edition of the Bridge Rules.

56. Mechanical Engineering Branch.—During the year under review, the more important drawing and design work undertaken included—

(a) the preparation and issue of 104 new locomotive standard parts drawings,

(b) the work in connection with the conversion of metre gauge locomotives to oil burning, and

(c) the lashing arrangements for loading Armoured Fighting Vehicles on railway trucks.

57. Specification Branch.—War emergency relaxations to eight Indian Railway Standard Specifications were issued.

58. Standardisation Committees.—Each of the Bridge, Track, Signalling and Interlocking and Locomotive Standards Committees met once during the year.

58.1. The Carriage and Wagon and Electrical Standards Committees and the Standing Committee on Standards and Specifications did not meet during the year.

59. Research and Development.

59.1. Civil Engineering Branch.—(a) Organisation.—The Civil Engineering Research Organisation was closed down towards the end of the year as a war emergency measure.

(b) Trials.—Trials of various track fittings and tools were continued.

59.2. Mechanical Research Branch.—The Dynamometer Car staff carried out a series of experiments to determine the improvement in capacity and economy obtainable from the modernisation of broad gauge B. E. S. A. 4-6-0 type locomotives.

The research organisation undertook a detailed analysis into the incidence and cost of maintenance and repairs to locomotives in certain sheds on the East Indian Railway.

59.3. Oscillation trials of X class pacific type engines.—Oscillation trials were continued with XA, XB, XC and B. E. S. A. 4-6-0 type locomotives on the Bombay, Baroda and Central India, East Indian, and Great Indian Peninsula Railways. These tests served to establish the influence of curved track, super-elevation and engine spring controlled hind trucks on the value of flange forces. As a war emergency measure, this expermental work has been closed.

60. War Branch.—Consequent on Central Standards Office for Railways undertaking responsibility for arrangemnt for supply of the Defence Department requirements of locomotives and rolling stock for war purposes in India and overseas, a War Section was created in the Central Standards Office from August 1941 to undertake this work.

The demands for locomotives and rolling stock for the Defence Department for overseas included over 200 metre gauge locomotives, 8,300 metre gauge goods wagons, over 1,500 standard gauge (4'—8½") goods wagons, standard gauge and metre gauge ambulance trains and miscellaneous coaching stock and certain narrow gauge locomotives and wagons. Requirements of the Defence Department for India included broad gauge military cars, kitchen cars and broad gauge and metre gauge ambulance trains.

All metre gauge locomotives had to be converted to oil fuel burning prior to despatch and 70 per cent of the metre gauge and standard gauge wagon stock dismantled and packed for shipment in order to conserve shipping space. In addition, wagons had to be strengthened to carry heavy armoured fighting vehicles and much time was devoted to ambulance train and other special vehicle layouts. Drawing office staff were consequently employed largely on war work during the latter part of the year and the organisation of supply and shipment of stock to meet Defence Department's needs, severely taxed the resources of the office and necessitated a curtailment of its normal activities.

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CHAPTER VII

STAFF

61. Number of Staff.—The total number of employees (permanent and temporary) on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1941-42 was 757,674 as compared with 728,099 at the end of 1940-41. The total route mileage at the end of the year was 40,477. The following table shows the number of employees by communities on the 31st March 1941 and 1942. A similar statement showing details by railways is given as Appendix C-1, pages, 246-247, of Volume II of this report.

Date.	Europeans.	Indians.									Grand Total.
		Hindus.		Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	
		Hindus other than Depressed classes.	Depressed classes.								
31st March 1941*	2,143	414,105	107,066	160,912	13,239	8,503	18,758	1,531	1,842	725,956	728,099
31st March 1942	1,934	427,321	111,572	172,519	12,242	8,785	20,040	1,558	1,703	755,740	757,674

NOTE.—These figures exclude staff on loan from the Indian Audit and Accounts Service.
* Revised figures due to changes made by the railway administrations in the figures published last year.

62. Cost of Staff.—The following statement shows the number and cost of all staff, gazetted and non-gazetted, permanent and temporary, open line and construction, employed on Class I Railways during the years 1940-41 and 1941-42. Contractors' labour is not included.

Railway System.	Year.	Number of staff on 31st March.							† Cost of staff			
		Open line.			Construction.			Gazetted Officers on loan from the Indian Audit and Accounts Service.				
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.		Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal	1941	61	16,906	16,967	..	..	..	..	9,83,061	72,99,591	82,82,652	82,82,652
	1942	50	16,336	16,386	..	..	..	..	6,92,351	71,15,779	78,08,130	78,08,130
Bengal and North-Western.	1941	68	28,367	28,435	1	373	374	..	11,30,859	79,80,761	91,11,620	91,11,620
	1942	77	28,997	29,074	..	..	..	..	10,23,887	83,56,132	93,80,019	93,80,019
Bikaner State	1941‡	..	..	..	..	..	..	..	..	..	..	..
	1942	15	4,697	4,712	..	15	15	..	1,90,969	14,49,673	16,40,642	16,40,642
Bengal Nagpur§	1941	185	70,106	70,291	..	..	..	..	31,34,225	3,57,21,628	3,88,55,853	3,88,55,853
	1942	191	74,505	74,696	..	..	..	..	28,01,241	3,87,19,492	4,15,20,733	4,15,20,733
Bombay, Baroda and Central India	1941	168	66,130	66,298	..	1	1	..	31,12,299	3,64,01,604	3,95,13,903	3,95,13,903
	1942	160	69,810	69,970	..	15	15	..	26,70,310	4,13,78,668	4,40,48,978	4,40,48,978
Eastern Bengal	1941	123	55,617	55,740	..	..	..	1	21,02,204	2,55,96,068	2,76,98,272	2,77,51,460
	1942	111	59,820	59,931	..	..	..	1	21,31,821	2,87,67,137	3,08,98,958	3,09,37,749
East Indian	1941	252	134,536	134,788	..	378	378	5	48,60,351	6,29,38,867	6,77,99,218	6,78,98,006
	1942	238	132,805	133,043	..	364	364	5	45,76,402	6,72,29,791	7,18,06,193	7,19,13,939

Railway System.	Year.	Number of staff on 31st March.							† Cost of staff.			
		Open lines.			Construction.			Gazetted Officers on loan from the Indian Audit and Accounts Service.				
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.		Gazetted Officers.	Non-gazetted employees.	Total.	Total including staff on loan from the Indian Audit and Accounts Service.
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Great Indian Peninsula.	1941	*204	85,920	*86,124	..	..	..	..	38,63,586	4,47,78,376	4,86,41,962	4,86,53,774
	1942	210	95,711	95,921	..	..	..	..	37,03,848	5,00,08,441	5,37,17,289	5,37,17,289
Jodhpur	1941	27	8,055	8,082	1	396	397	1‡	3,29,614	30,74,875	34,04,489	34,35,673
	1942	27	8,401	8,428	..	..	..	1	3,29,517	33,63,256	36,92,773	37,35,335
Madras and Southern Mahratta.	1941	134	47,239	47,373	..	..	..	..	23,85,914	2,34,54,887	2,58,40,801	2,58,40,801
	1942	142	49,388	49,530	..	..	..	..	22,00,571	2,50,68,688	2,72,69,259	2,72,69,259
Mysore State .	1941	34	7,749	7,783	..	1	1	..	2,10,171	26,74,395	28,84,566	28,84,566
	1942	35	8,034	8,069	..	..	..	..	2,04,172	27,62,535	29,66,707	29,66,707
Nizam's State¶	1941	67	15,202	15,269	3	112	115	..	9,28,636	61,27,749	70,56,385	70,56,385
	1942	66	15,727	15,793	2	15	17	..	8,88,673	65,14,416	74,03,089	74,03,089
North Western	1941	242	*103,799	104,041	2	10	12	5	*43,41,595	*5,72,95,352	6,16,36,947	6,17,14,157
	1942	236	109,123	109,359	..	7	7	4	40,05,909	6,10,80,673	6,50,86,582	6,51,64,847
Rohilkund and Kumaon.	1941	14	6,270	6,284	..	..	..	..	1,90,774	17,45,576	19,36,350	19,36,350
	1942	15	6,287	6,302	..	..	..	..	2,05,584	18,09,820	20,15,354	20,15,354
South Indian .	1941	124	*39,481	*39,605	..	1	1	..	19,15,452	1,68,24,773	1,87,40,225	1,87,40,225
	1942	112	39,185	39,297	..	..	..	..	17,37,165	1,85,10,606	2,02,47,711	2,02,47,711
Railway Clearing Accounts Office.	1941	5	1,490	1,495	..	..	..	1	63,237	15,94,585	16,57,822	16,96,272
	1942	5	1,663	1,668	..	..	..	1	62,572	15,84,111	16,46,683	16,71,466
Total	1941	1,708	686,867	688,575	7	1,272	1,279	13	2,95,51,978	33,35,09,087	36,30,61,065	36,33,71,697
	1942††	1,690	720,489	722,179	2	416	418	12	2,74,29,882	36,37,19,218	39,11,49,100	39,13,29,247

* Represents revised figures for 1940-41 due to changes made by the railway administrations in the figures published last year.

† The figures of cost represent pay, allowances, passages, provident fund contribution and gratuity.

‡ It was a class II Railway in 1940-41.

§ Excludes figures for collieries, B. N. Railway.

¶ Staff employed on Road and Air Departments in N. S. Railway have been excluded.

†† Includes figures for Bikaner State Railway.

A comparison of the figures for 1941-42 with those for the previous year shows that the total number of staff employed on the open lines of State and Company-managed Railways increased by 33,604 during the year, but the number of construction staff decreased by 861 while the number of staff on loan from the Indian Audit and Accounts Service decreased by 1.

The total cost of staff including that of staff on loan from the Indian Audit and Accounts Service increased by Rs. 2,80,57,550 during the year. Increases were recorded both in the numbers and cost of staff on all railways except the East Indian, South Indian and Assam Bengal Railways. On the former two there was a decrease in number with an increase in cost while on the last there was a decrease in number as well as in cost. The general increase in numbers was due to employment of additional staff to cope with the increased traffic. Apart

from the cost of the extra staff, the dearness and A. R. P. allowances also contributed to the rise in cost.

The increase in the totals for Class I Railways as a whole, is also due to the inclusion of the Bikaner State Railway as a Class I Railway during this year.

63. Indianisation.

63.1. State-managed Railways.—(*i*) *Direct Recruitment.—Superior Services.*—23 appointments were made to the Superior Railway Services by direct recruitment. Details are given below :—

(*i*) *Direct recruitment.*

Department.	VACANCIES FILLED BY								
		Indians.							
		Hindus.							
	Europeans	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total
Engineering	..	2	..	1	..	..	..	..	3
Accounts	..	1	..	..	..	..	..	..	1
Transportation (Traffic) and Commercial.	1	4	..	2	1	..	1	..	8
Transportation (Power) and Mechanical Engineering.	..	3	..	1	..	..	..	..	4
Other Departments	..	5	..	1	..	..	..	..	6
Total	1	15	..	5	1	..	1	..	22

The short recruitment of Europeans was due to the suspension of recruitment in the United Kingdom for the duration of the war. The slight deficiency in the recruitment of Muslims was due to no qualified Muslim being available for the Electrical Engineering Department.

(*ii*) *Promotions.*

(*a*) *Superior Services.*—Ten officers were promoted from the Lower Gazetted Service to the Superior Services during the year ; of these four were Europeans, three Hindus, one Muslim and two Anglo-Indians or Domiciled Europeans.

(*b*) *Lower Gazetted Service.*—Thirty seven promotions were made to the Lower Gazetted Service in the various Departments. Of these eight were Europeans and twenty-nine Indians. Of the latter fifteen were Hindus, three Muslims, nine Anglo-Indians and Domiciled Europeans, one Sikh and one Jew.

63.2. Company-managed Railways.—(*i*) *Direct Recruitment.—Superior Services—* The table below gives a summary of direct recruitment made to the Superior Services on Company-managed Railways (excluding His Exalted Highness the Nizam's State, Jodhpur, Bikaner and Mysore State Railways) during the year under review. A detailed statement by individual railways will be found in Appendix C-V (a), pages 268—271, of Volume II of this report.

(i) Direct recruitment.

Department.	Europeans	Indians.							
		Hindus.		Muslims	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Total.
		Other than Depressed classes.	Depressed classes.						
Administration	..	..	..	..	..	..	1	..	1
Accounts	..	1	..	..	..	..	..	..	1
Engineering	..	15	..	3	3	1	..	2	24
Transportation (Traffic) and Commercial.	..	4	..	2	1	..	1	..	8
Mechanical	1	..	..	..	..	..	..	..	..
Stores	..	..	..	..	..	..	..	..	..
Other Departments	..	3	..	..	..	..	..	..	3
Total	1	23	..	5	4	1	2	2	37

Europeans . . . 2·6 % Indians . . . . 97·4 %

(ii) Promotions.

Thirty-five officers were promoted from lower ranks to the Superior Services during the year. These comprised thirteen Anglo-Indians or Domiciled Europeans, six Europeans, ten Hindus, two Muslims, three Parsis and one Sikh.

State and Company-managed Railways.

The over-all direct Indian recruitment to Superior Railway Services on the State and Company-managed Railways, taken together, gives percentages as follows :—

	Per cent.
Hindus	64·41
Muslims	16·95
Anglo-Indians and Domiciled Europeans	8·47
Sikhs	1·70
Indian Christians	5·08
Parsis	3·39

The main deficiency in the recruitment of Muslims occurred on Company-managed Railways, *i.e.*, the Bengal & North Western, Bombay, Baroda & Central India and Madras & Southern Mahratta Railways.

64. Review of the progress made since 1934.—The statements on the following pages will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1934, as reflected in the relative strength of Europeans and Indians belonging to the various communities. Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers (both Superior and Lower Gazetted Service) on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) on the 31st March 1934, 31st March 1941 and 31st March 1942.

Name of Railway.	31st March 1934.											31st March 1941.										31st March 1942.									
		Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.									
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis. †	Other communities. †	Total.	Total number on the Railway (column 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																	
Eastern Bengal	56	42	..	6	11	2	3	..	1	65	121	37	58	..	8	15	1	3	1	..	86	123	29	57	..	9	12	1	2	1	..	82	111
East Indian	174	78	..	14	34	3	2	..	2	133	307	94	99	..	14	34	5	3	3	..	158	252	74	103	..	17	33	5	3	3	..	164	238
Great Indian Peninsula	145	35	..	11	9	..	7	..	6	68	213	*98	*53	..	15	18	..	*13	7	..	*106	*204	99	58	..	15	17	1	13	7	..	111	210
North Western	136	80	..	22	14	10	5	..	..	131	267	83	82	..	37	21	17	4	..	..	161	244	75	85	..	35	21	16	4	..	..	161	236
Railway Board and miscellaneous offices	38	10	..	6	6	..	1	..	1	24	62	41	27	..	2	5	2	1	..	..	37	78	35	26	..	5	6	2	1	..	..	40	75
Total	549	245	..	59	74	15	18	..	10	421	970	*353	*319	..	76	93	25	*24	11	..	*548	*901	312	329	..	81	89	25	23	11	..	558	870
Company-managed Railways.																																	
Assam Bengal	39	15	..	5	7	1	..	..	..	28	67	27	20	..	6	6	1	..	1	..	34	61	17	20	..	6	5	1	..	1	..	33	50
Bengal Nagpur§	125	42	..	7	14	2	1	..	2	68	193	85	49	..	17	29	3	1	1	..	100	185	83	54	..	18	29	5	1	1	..	108	191
Bengal and North Western	59	7	..	4	2	..	..	..	..	13	72	46	8	..	8	2	4	1	..	..	23	69	46	13	..	9	4	4	1	..	..	31	77
Bombay, Baroda and Central India	123	32	..	3	2	1	3	..	7	48	171	86	40	..	16	7	1	5	12	1	82	168	72	47	..	14	6	1	5	14	1	88	160
Madras and Southern Mahratta	96	27	..	..	6	2	3	..	5	43	139	65	44	..	4	7	2	6	6	..	69	134	60	53	..	8	6	2	7	6	..	82	142
Rohilkund and Kumaon	10	2	..	3	..	..	..	..	..	5	15	7	3	..	2	2	..	..	..	..	7	14	7	4	..	2	2	..	..	..	..	8	15
South Indian	73	45	..	1	9	..	1	..	..	56	129	49	56	..	5	11	..	3	..	..	75	124	35	59	..	7	7	1	3	..	..	77	112
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..	1	3	..	..	..	..	..	..	..	3	4	1	3	..	..	..	..	..	..	..	3	4
Total	525	170	..	23	40	6	8	..	14	261	786	366	223	..	58	64	11	16	20	1	393	759	321	253	..	64	59	14	17	22	1	430	751
GRAND TOTAL	1,074	415	..	82	114	21	26	..	24	682	1,756	*719	*542	..	134	157	36	*40	31	1	*941	*1,660	633	582	..	145	148	39	40	33	1	988	1,621

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1934.	1941.	1942.
Europeans		State-managed Railways	56·60	*39·18	35·86
		Company-managed Railways	66·79	48·22	42·74
		Total	68·16	*43·31	39·05
Indians	Hindus — Other than Depressed classes.	State-managed Railways	25·26	*35·41	37·82
		Company-managed Railways	21·63	29·38	33·69
		Total	23·63	*32·65	35·90
	Hindus — Depressed classes.	State-managed Railways	..	..	..
		Company-managed Railways	..	..	..
		Total	..	..	..
	Muslims	State-managed Railways	6·08	*8·44	9·31
		Company-managed Railways	2·93	7·64	8·52
		Total	4·67	*8·07	8·94
	Anglo-Indians and Domiciled Europeans.	State-managed Railways	7·63	*10·32	10·23
		Company-managed Railways	5·09	8·43	7·86
		Total	6·49	*9·46	9·13
Indians—concld.	Sikhs	State-managed Railways	1·54	*2·77	2·37
		Company-managed Railways	0·76	1·45	1·87
		Total	1·20	2·17	2·41
	Indian Christians	State-managed Railways	1·86	*2·66	2·64
		Company-managed Railways	1·02	2·11	2·26
		Total	1·48	*2·41	2·47
	Parsis	State-managed Railways	†	*1·22	1·27
		Company-managed Railways	†	2·64	2·93
		Total	†	1·87	2·04
	Other communities	State-managed Railways	1·03	..	..
		Company-managed Railways	1·78	0·13	0·13
		Total	1·37	0·06	0·06
	Total	State-managed Railways	43·40	*60·82	64·14
		Company-managed Railways	33·21	51·78	57·26
		Total	38·84	*56·69	60·95

* Revised figures. † Parsis included in "other communities" in 1934. § Excludes Collieries' staff.

NOTE.—The staff on loan from the Indian Audit and Accounts Service are not included.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways), on the 31st March 1934, 31st March 1941 and 31st March 1942.

Name of Railway.	31st March 1934.											31st March 1941.										31st March 1942.									
		Indians.											Indians.										Indians.									
		Hindus.											Hindus.										Hindus.									
	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis. †	Other communities. †	Total.	Total number on the Railway (column 2 *plus* 11).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 13 *plus* 22).	Europeans.	Other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.	Total number on the Railway (column 24 *plus* 33).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
State-managed Railways.																																
Eastern Bengal	63	142	..	9	169	4	3	..	3	330	393	50	211	..	13	143	8	3	..	4	382	432	46	226	..	14	137	10	2	..	4	393	439
East Indian	477	458	..	53	921	17	7	..	5	1,461	1,938	232	590	3	75	906	13	7	4	7	1,605	1,837	201	655	1	84	884	15	8	2	6	1,655	1,856
Great Indian Peninsula	252	225	..	35	614	10	100	..	77	1,061	1,313	117	250	1	37	604	9	76	39	24	1,040	1,157	122	270	2	37	586	9	95	52	31	1,082	1,204
North Western	333	337	..	181	352	92	23	..	33	1,018	1,351	225	370	..	243	270	*94	15	21	12	*1,025	*1,250	209	390	..	252	246	104	19	18	9	1,038	1,247
Railway Board and miscellaneous offices	1	134	..	27	24	12	5	..	2	204	205	5	174	1	35	21	13	5	..	..	249	254	4	171	1	34	21	14	4	..	..	245	249
TOTAL	1,126	1,296	..	305	2,080	135	138	..	120	4,074	5,200	629	1,595	5	403	1,944	*137	106	64	47	*4,301	*4,930	582	1,712	4	421	1,874	152	128	72	50	4,413	4,995
Company-managed Railways.																																
Assam Bengal	17	34	..	4	38	2	1	..	3	82	99	12	39	1	5	48	2	5	..	1	101	113	11	41	..	4	42	2	4	..	1	94	105
Bengal Nagpur §	181	201	..	19	395	16	12	..	6	649	830	50	276	2	27	570	18	13	3	2	911	961	44	286	1	30	480	21	18	3	2	841	885
Bengal and North Western	16	20	..	9	58	1	1	..	..	89	105	18	28	1	7	66	..	..	..	1	103	121	18	29	1	8	63	..	..	..	1	102	120
Bombay, Baroda and Central India	139	300	..	35	317	4	42	..	119	817	956	125	345	1	36	268	2	34	95	33	814	939	109	360	..	42	257	2	36	92	32	821	930
Madras and Southern Mahratta	68	51	..	..	184	..	4	..	6	245	313	40	65	..	2	144	2	7	5	1	226	266	38	73	..	2	134	2	8	5	1	225	263
Rohilkund and Kumaon	7	2	..	1	10	..	..	..	..	13	20	1	3	..	3	17	..	..	..	..	23	24	1	4	..	3	16	..	..	..	..	23	24
South Indian	39	90	..	6	159	..	10	..	1	266	305	16	93	2	7	120	..	18	..	..	240	256	15	95	1	7	111	..	17	..	..	231	246
Collieries (B. N. Railway)	..	..	..	..	..	..	..	..	..	..	..	..	7	..	..	..	..	..	..	..	7	7	..	8	..	..	..	..	..	..	..	8	8
TOTAL	467	698	..	74	1,161	23	70	..	135	2,161	2,628	262	856	7	87	1,233	24	77	103	38	2,425	2,687	236	896	3	96	1,103	27	83	100	37	2,345	2,581
GRAND TOTAL	1,593	1,994	..	379	3,241	158	208	..	255	6,235	7,828	891	2,451	12	490	3,177	*161	183	167	85	*6,726	*7,617	818	2,608	7	517	2,977	179	211	172	87	6,758	7,576

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1934.	1941.	1942.
Europeans		State-managed Railways	21·65	12·76	11·65
		Company-managed Railways	17·76	9·75	9·14
		TOTAL	20·35	11·70	10·80
Indians	Hindus — Other than Depressed classes.	State-managed Railways	24·92	32·35	34·28
		Company-managed Railways	26·55	31·86	34·71
		TOTAL	25·47	32·17	34·42
	Hindus — Depressed classes.	State-managed Railways	..	0·10	0·08
		Company-managed Railways	..	0·26	0·12
		Total	..	0·16	0·09
	Muslims	State-managed Railways	5·87	8·17	8·43
		Company-managed Railways	2·82	3·24	3·72
		TOTAL	4·84	6·43	6·82
	Anglo-Indian and Domiciled Europeans.	State-managed Railways	40·00	39·42	37·52
		Company-managed Railways	44·16	45·89	42·75
		TOTAL	41·40	41·70	39·80
Indians—concld.	Sikhs	State-managed Railways	2·60	2·89	3·04
		Company-managed Railways	0·88	0·89	1·05
		TOTAL	2·02	2·13	2·36
	Indian Christians	State-managed Railways	2·65	2·15	2·56
		Company-managed Railways	2·66	2·87	3·21
		TOTAL	2·66	2·40	2·79
	Parsis	State-managed Railways	†	1·30	1·44
		Company-managed Railways	†	3·83	3·87
		TOTAL	†	2·19	2·27
	Other communities	State-managed Railways	2·31	0·95	1·00
		Company-managed Railways	5·17	1·41	1·43
		TOTAL	3·26	1·12	1·15
	TOTAL	State-managed Railways	78·35	87·24	88·35
		Company-managed Railways	82·24	90·25	90·86
		TOTAL	79·65	88·30	89·20

* Revised figs. † Parsis included in "other communities" in 1934. § Excludes Collieries' staff.

It will be observed that the Indian element in the superior services has risen from 43·40 per cent. on State-managed and 33·21 per cent. on Company-managed Railways in 1934 to 64·14 per cent. on State-managed and 57·26 per cent. on Company-managed Railways in 1942. Among Indians the percentages by communities in the years 1934 and 1942 were as shown below :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1934.	1942.	1934.	1942.
Hindus — Other than depressed classes	25·26	37·82	21·63	33·69
Hindus — Depressed classes	..	..	..	..
Muslims	6·08	9·31	2·93	8·52
Anglo-Indians and Domiciled Europeans.	7·63	10·23	5·09	7·86
Sikhs	1·54	2·87	0·76	1·87
Indian Christians	1·86	2·64	1·02	2·26
Parsis	*	1·27	*	2·93
Other Communities	1·03	..	1·78	0·13

* Parsis were included in " Other communities " in 1934.

Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1934.	1942.	1934.	1942.
Europeans	21·65	11·65	17·76	9·14
Indians—				
Hindus — Other than depressed classes.	24·92	34·28	26·55	34·71
Hindus — Depressed classes	..	0·08	..	0·12
Muslims	5·87	8·43	2·82	3·72
Anglo-Indians and Domiciled Europeans.	40·00	37·52	44·16	42·75
Sikhs	2·60	3·04	0·88	1·05
Indian Christians	2·65	2·56	2·66	3·21
Parsis	*	1·44	*	3·87
Other Communities	2·31	1·00	5·17	1·43
Total Indians	78·35	88·35	82·24	90·86

* Parsis were included in " Other communities " in 1934.

65. Representation of minority communities in subordinate railway services.—The figures given in Appendix C. V(*b*), pages 272-273, of Volume II of this report show by communities, the number and percentage of subordinate staff (excluding inferior servants and labourers), recruited to both permanent and temporary posts on State and Company-managed Railways during the year **1941-42**. The following figures show the over-all percentages on State and Company-managed Railways during the seven years ending with 1941-42.

	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41	1941-42
(i) Combined percentage figures of permanent & temporary recruitment.							
Europeans	0·19	0·2	0·1	0·1	0·2	0·1	0·1
Hindus	57·09	54·1	55·0	56·0	57·5	56·9	62·1
Muslims	28·50	31·2	29·9	29·9	29·2	28·8	27·5
Anglo-Indians and Domiciled Europeans	8·33	8·7	9·2	7·6	7·5	6·9	3·9
Sikhs	1·70	2·1	2·3	2·2	2·1	2·2	2·2
Indian Christians	3·49 } 5·51	3·1 } 5·5	2·8 } 5·6	3·4 } 6·1	3·0 } 5·4	4·3 } 7·1	3·5 } 6·2
Parsis	0·32	0·3	0·5	0·5	0·3	0·6	0·5
Other communities	0·38	0·3	0·2	0·3	0·2	0·2	0·2
(ii) Percentage figures of permanent recruitment.							
Europeans	..	0·5	0·4	0·3	0·2	0·1	0·1
Hindus	..	55·6	56·0	54·4	58·0	58·7	65·0
Muslims	..	26·4	26·5	27·1	24·8	23·3	21·5
Anglo-Indians and Domiciled Europeans	..	10·7	10·9	10·3	9·5	9·6	5·7
Sikh	..	1·2	1·8	2·2	1·8	1·3	1·2
Indian Christians	..	4·5 } 6·2	3·6 } 6·0	4·2 } 7·3	4·5 } 7·1	5·6 } 7·9	5·2 } 7·4
Parsis	..	0·5	0·6	0·9	0·8	1·0	1·0
Other communities	..	0·6	0·2	0·6	0·4	0·4	0·2
(iii) Percentage figures of temporary recruitment.							
Europeans	..	..	0·1	..	0·2	0·1	0·1
Hindus	..	53·0	52·4	55·9	57·0	55·8	60·3
Muslims	..	34·6	32·8	31·4	31·9	31·9	29·0
Anglo-Indians and Domiciled Europeans	..	7·4	8·3	6·1	6·3	5·4	3·2
Sikhs	..	2·8	2·5	2·2	2·4	2·7	2·6
Indian Christians	..	2·1 } 5·0	2·4 } 5·3	3·0 } 5·5	2·0 } 4·8	3·5 } 6·6	2·8 } 5·7
Parsis	..	0·1	0·4	0·3	0·1	0·4	0·3
Other communities	..	..	0·1	0·1	0·1	0·2	0·2

NOTE.—Separate figures for permanent and temporary recruitment are not available for 1935-36.

From the figures given above, it will be noticed that during the year under review, the Anglo-Indian community did not obtain its quota of permanent and temporary posts. This was due to qualified members of this community not offering themselves for appointment on railways in adequate numbers. The Muslims also could not secure their full quota of permanent appointments though they obtained more than the percentage prescribed for them in temporary posts. The reasons of their deficiency in the former category were the abnormally high recruitment on Company-managed Railways which have as a group lower percentage reservations for Muslims than State-managed Railways, and the failure of the Assam Bengal, Rohilkund and Kumaon and South Indian Railways to recruit Muslims up to their respective quotas. The State-managed Railways were, however, able to recruit Muslims in excess of their reservations.

In the reports for the previous two years, it was mentioned that Mr. Frank D'Souza, who had been placed on special duty in 1939 to review the working of the rules and orders relating to the representation of minority communities in the services of State-managed Railways, had made a number of recommendations designed in his view to give greater confidence to minority communities. About the close of the year under review, these recommendations were placed before the Central Advisory Council for Railways but orders could not be issued by Government in regard to them during the year.

66. Training of Staff.—Area Schools.—The School of Transportation at Chandausi and the Technical School at Jamalpur on the East Indian Railway are continuing their valuable work of training candidates on first appointment and providing refresher courses to staff already in service. The Walton Training School on the North Western Railway has likewise continued its work of affording instructions to recruits and other employees.

67. Organised labour—All-India Railwaymen's Federation.—The 20th half-yearly meeting between the Railway Board and the All India Railwaymen's Federation was held in Bombay on the 6th August 1941, at which (*a*) the extension of Provident Fund benefits, (*b*) the working of the Dearness Allowance Rules, (*c*) blocks in promotion of lower paid staff, (*d*) principles to be adopted in regard to staff on the transfer of railways from Company to Statemanagement and (*e*) grievances of certain Accounts staff, were discussed. There was also a special meeting between the Railway Board and the Federation on the 20th March 1942 at which discussion was confined to certain matters arising out of the war.

68. Grain Shops.—The question of setting up grain shops at the larger railway workshop centres for retail sale of food grains to employees at controlled prices was taken up in September 1941 in connection with rising prices. The East Indian and Great Indian Peninsula Railways were the first to make arrangements for such shops and by the end of the year, conditions of scarcity occurring in many parts of the country dictated a wide extension of these grain shops to meet this emergency.

69. Dearness Allowance.—It was mentioned in the last year's report that a dearness allowance was granted to Railway employees with effect from September 1940 after consideration of the report of the Court of Enquiry appointed in this connection and in the light of discussions held with the All-India Railwaymen's Federation. The rising trend of prices was maintained throughout the year and it soon became apparent that a revision of the dearness allowance would be necessary. After a further discussion with the All-India Railwaymen's Federation, an increase of 50 per cent. in the allowance was sanctioned from 1st November 1941, the scope of the allowance being also considerably extended. With this increase, the scale of the allowance stood as indicated below at the close of the year :—

Bombay and Calcutta (including suburbs)	Rs. 4-8	per mensem to those drawing Rs. 70 per mensem and below.
Cities of 100,000 and over inhabitants (according to 1941 Census) and certain selected areas.	Rs. 3-12	per mensem to those drawing Rs. 60 per mensem and below.
Other areas	Rs. 3	per mensem to those drawing Rs. 35 per mensem and below.

70. Railway Staff and the War.—(*a*) *Release of individual officers for technical War work.*—During the earlier part of the year the Railway Board continued to spare officers for service in other Departments in connection with the War. Later, however, the pressure of railway work consequent on increased traffic, both military and public, did not permit of the release of officers as freely as before. To meet the requirement for officers, to replace those deputed to other Departments and to provide officers for increased work, a certain number of officers were granted extensions of service and temporary officers were also employed.

(*b*) *Release of non-gazetted staff.*—Non-gazetted staff, with technical qualifications, continued to be released for service in the Supply and War Departments.

(*c*) *Labour Training Scheme.*—During the year under review, Railways continued their assistance to the scheme organised by the Labour Department for the training of technicians for war service either overseas or in India.

(*d*) *Bonus and special pay to certain staff engaged on War work.*—

(*i*) The Railway Board sanctioned a bonus at the rate of one day's pay for each completed month of continuous employment, from the 3rd September 1939 to date of cessation of hostilities, in favour of temporary non-gazetted staff employed in railway workshops engaged wholly or in part on munitions production, subject to certain conditions.

(*ii*) The Railway Board have also sanctioned special pay to non-gazetted supervisory staff employed in Mechanical Workshops up to 10 per cent. of pay for each such employee or Rs. 50 per mensem whichever is less if such staff work in excess of an average of 54 hours per week.

CHAPTER VIII

AMENITIES FOR PASSENGERS

71. The railways have had their hands fairly full during the year with the problems arising out of the changed conditions due to war. Inspite of this, however, possibilities of providing certain amenities for passengers, particularly lower class passengers were not overlooked.

72. **Introduction of new types of third class carriages.**—All new and rebuilt broad gauge and metre gauge lower class stock, totalling 101 carriages, placed in service during the year, conformed to the Railway Board's approved standard.

73. **Measures taken to ensure security of women passengers.**—The safety of women passengers continued to receive the constant attention of Railways. The measures taken include the fitting of internal safety door catches as rolling stock passed through workshops; the provision of extra safety catches and wire gauze window shutters; the fixing of venetian frames to the windows of doors which have safety catches, and of bars to the remaining windows of compartments reserved for women, and the provision of two additional alarm signals which can easily be reached from the lower seats on either side of the compartment.

74. **Booking offices and out-agencies.**—Further booking offices for passengers were arranged (6), new out-agencies were opened (15), new halts were instituted (12), and halts which proved their usefulness to the public (2) were converted to flag stations.

Although the railways have been discouraging non-essential traffic and mention has already been made in paragraph 42 to the efforts made to restrict attendance at the *Kumbh Mela*, facilities continued to be provided wherever such *melas* did take place. On the Bengal and North-Western Railway alone 48 temporary booking offices were opened during the year at different places for the convenience of *mela* passengers.

75. **Waiting rooms and waiting halls.**—Six new upper class waiting rooms and eighteen new third class waiting halls and sheds were opened at different stations. Of these, two upper class and four third class waiting rooms were for women passengers. At one station on the East Indian Railway, the new upper class waiting room was made available for the use of intermediate class passengers also. The policy of making the station precincts more comfortable and hygienic for the passengers was continued and supply of additional benches, installation of additional taps, provision of sanitary fittings in bath rooms, fitting of wire gauze doors to waiting and refreshment rooms, improvement of latrines, etc., was effected at various stations.

76. **Vendors' stalls in waiting halls and on platforms.**—Thirty-two new stalls were opened at different stations. Moreover, strict watch was continued on the maintenance of a good standard of food and service provided by the stalls. They were frequently inspected by officials and disciplinary action taken against vendors whose working was found unsatisfactory. The foodstuffs sold were subjected to chemical analyses from time to time to ensure that the food sold was of wholesome quality. On the East Indian Railway, contractors have been ordered to prepare their foodstuff twice daily to ensure its freshness. On the North Western Railway, inspections of the stalls were also carried out from time to time by non-official members of the Local Advisory Committees.

77. **Steps taken to make available maximum passenger accommodation in running trains.**—With the large reduction in passenger train services, which has been commented upon elsewhere, every effort was made to afford the maximum possible accommodation for passengers within the limited train services that it was found possible to provide. The removal of dining cars from the majority of mail trains permitted the attachment of an additional passenger-carrying vehicle. Widespread publicity was undertaken with the object of discouraging all unnecessary travel, and the importance of travelling as light as possible so as to ensure a greater degree of comfort was stressed. 'Speeds' were subjected to a general reduction which in many cases permitted an increase in the number of passenger-carrying vehicles per train.

APPENDIX A

Officers of the Railway Department (Railway Board) and attached Offices on 31st March 1942.

The Hon'ble Mr. S. N. Roy, C.S.I., C.I.E., I.C.S., Member of Council of the Governor General.

Railway Board.

Sir Leonard Wilson	Chief Commissioner of Railways.
Mr. T. S. Sankara Aiyar, C.I.E.	Financial Commissioner of Railways.
Mr. J. H. F. Raper	Member.
Khan Bahadur Muzaffar Hussain, C.I.E.	Member.
Mr. D. Colin Campbell	Controller of Railway Accounts.
Mr. S. E. L. West, O.B.E., V.D.	Director, Traffic.
Mr. L. H. Swain	Director, Civil Engineering.
Col. H. W. Wagstaff, M.C., R.E.	Director, Establishment (on leave).
Khan Bahadur M. D. Sheikh	Director, Establishment (Officiating).
Mr. L. N. Flatt	Director, Mechanical Engineering.
Mr. I. S. Puri	Director, Finance.
Mr. J. D. Michael	Secretary.
Mr. R. V. Ramchandani	Deputy Controller of Railway Accounts.
Mr. A. K. Basu	Deputy Director, Traffic (Commercial).
Mr. V. Nilakantan	Deputy Director, Establishment.
Mr. N. C. Watney	Deputy Director, Mechanical Engineering.
Mr. A. R. Soofi	Deputy Director, Finance.
Mr. H. M. Jagtiani	Deputy Director, Traffic (War), Tempy.
Mr. Thomas Kidd	Deputy Director, Mechanical (Stores), Tempy.
Mr. H. F. Simpson	Deputy Director, Traffic (Transportation), Tempy.
Mr. B. Arora	Deputy Director, Traffic (General), Tempy.
Mr. L. B. Ramchandani	Assistant Director, Finance, Tempy.
Mr. H. W. C. C. Smith	Assistant Secretary.
Mr. J. V. Stuart Edwards	Assistant Director, Engineering, Tempy.
Mr. W. S. Benton	Officer on Special Duty (A.R.P.) I.
Mr. M. M. Zubair	Officer on Special Duty (A.R.P.) II.
Mr. C. T. Venugopal	Officer on Special Duty (B. & N. W. Ry. Purchase).

Attached Offices.

(Central Standards Office.)

Mr. E. Ingoldby	Chief Controller of Standardization.
Mr. H. Wood Robinson	Deputy Chief Controller of Standardization (Civil).
Mr. T. G. Creighton	Deputy Chief Controller of Standardization (Mechanical).
Mr. F. M. G. Wheeler	Assistant Chief Controller of Standardization (Mechanical).
Mr. S. L. Kumar	Assistant Chief Controller of Standardization (Civil).
Mr. P. R. Aggarwal	Assistant Chief Controller of Standardization (Specifications and Records).
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(RAILWAY BOARD)

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Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1941-42

Volume II—Statistics

PUBLISHED BY THE MANAGER OF PUBLICATIONS, DELHI
PRINTED BY THE MANAGER, GOVERNMENT OF INDIA PRESS, SIMLA.
1943

Price : Rs. 7-8-0 or 11s. 6d.

BOMBAY BRANCH

OF THE

ROYAL ASIATIC SOCIETY.

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(2) Classified List of State Railway Establishment and Distribution Return of Establishment of all Railways corrected up to 31st December 1941 Price Rs. 3-12-0 or 6*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1939. Published sexennially. Price Rs. 4-10- or 7*s*. 3*d*.

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(4) Over 310 papers have been published by the Technical Section of the Railway Board's Office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

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INTRODUCTORY NOTE

1. For the information of those who are not conversant with the value of Indian currency and the units thereof, the following details are given :—

(*a*) One *lakh* equals one hundred thousand.

(*b*) One *crore* equals one hundred lakhs.

(*c*) One *anna* equals $\frac{1}{16}$ th of a rupee.

(*d*) One *pie* equals $\frac{1}{12}$ th of an anna.

The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

2. For statistical purposes, Indian railway systems are classified as follows :—

Class I—Railways with gross earnings of not less than Rs. 50 lakhs a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs.

Class III—Railways with gross earnings of not more than Rs. 10 lakhs a year.

A detailed list of the railways in each class will be found in Statement 5 (pages 43 to 47).

3. The Bikaner State Railway ranks as a class I Railway from 1-4-1941.

4. The Bombay, Baroda and Central India and Assam Bengal Railways have come under State-management and the latter has been amalgamated with the Eastern Bengal Railway forming the Bengal and Assam Railway, from 1-1-1942. In order, however, to present the statistics in a form comparable with the previous year, these changes have been ignored in this Volume except in Statement Nos 1 to 4 and the relative Summaries.

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47	Foot note (a)	1941-42 Total.		1,80,8	1,80,84
70	N.W.- (5' 6" Gauge)	"	9	6,53317	6,533.17
79	3' 3⅜" gauge (Total)	-	5		4
83	G.I.P.(5' 6" Gauge)	-	43	(q) 193	(s) 193
142	B.B.& C.I.(3' 3⅜ gauge)	1941-42.	19	230	239
174	N.S.(5' 6" gauge) Total		126	1,06,4	1,106.4
223	Internal combustion engine propelled.-(3' 3⅜" Gauge Total)	1941-42	14	0.9	0.7
233	Total Class III Railways.	1941-42.	36	96	97
336	E.B.(2' 6")	..	15	36	..

SECTION A

SUMMARIES

H9RB

[For details, see Statement 1, pages 22-23.]

SUMMARIES.

I.—*Summary of the Net Revenue Receipts of State-owned Railways for the years 1940-41 and 1941-42 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

NOTE:—Please see note under heading of summary No. II (a).

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1940-41*	*4,66,92,83*	*27,06,91*	*5·80*	..	*17,45,63*	*17,45,63*	*9,60,38*	..	*3·06*
	1941-42	5,61,58,58	40,74,15	7·25	47,45	20,93,14	21,40,59	19,33,56	..	3·44
2. State Lines worked by Companies or by Indian States.	*1940-41*	*2,92,61,93*	*19,16,99*	*6·55*	*49,64*	*11,16,48*	*11,66,12*	*7,50,87*	..	*2·57*
	1941-42	1,92,96,46	14,83,57	7·69	45,43	7,51,18	7,96,61	6,86,96	..	3·56
3. Miscellaneous items.	*1940-41*	*1,38,06*	..	..	..	*5,67*	*5,67*	..	*5,67*	*—4·10*
	1941-42	17,56	..	..	..	2	2	..	2	—0·10
Grand Total.	*1940-41*	*7,60,92,87*	*46,23,00*	*6·08*	*49,64*	*28,67,73*	*29,17,42*	*17,05,53*	..	*2·24*
	1941-42	7,54,72,60	55,57,72	7·36	92,88	28,44,34	29,37,22	26,20,50	..	3·47

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

[*For details, see Statement 2 (a), pages 24—27.*]

I-A.—*Summary of Capital at Charge of State-owned Railways on the 31st March 1941 and 1942.*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1s. 6d. to the rupee.

(*In thousands of rupees.*)

Details.	State-owned lines worked by the State.		State-owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1941.	31st March 1942.	*31st March 1941.*	31st March 1942.	*31st March 1941.* (Cols. 2+4.)	31st March 1942. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(a) During the year	..	..	..	..	..	
(b) To end of the year	*1,16,56,81*	1,35,98,19	*44,62,15*	25,11,24	*1,61,18,96*	1,61,09,43
2. *Capital outlay during the financial year from funds provided by the State :—*						
(a) Works	*30,19*	—2,38,45	*41,08*	30,01	*71,27*	—2,08,44
(b) Rolling-stock	*24,92*	—1,24,79	*16,36*	—1,09,20	*41,28*	—2,33,99
(c) General charges	*7,38*	—22,23	*79*	34	*8,17*	—21,89
(d) Stores, etc., not finally charged off in the accounts.	*59,26*	34,24	*51,34*	26,38	*1,10,60*	60,62
(e) Total	*1,21,75*	—3,51,23	*1,09,57*	—52,47	*2,31,32*	—4,03,70
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(a) Works	*2,39,69,74*	2,91,92,83	*1,63,65,22*	1,08,35,70	*4,03,34,96*	4,00,28,53
(b) Rolling-stock	*90,46,24*	1,08,41,06	*63,18,38*	47,89,57	*1,53,64,62*	1,56,30,63
(c) General charges	*12,56,92*	15,96,37	*12,83,67*	8,03,28	*25,40,59*	23,99,65
(d) Stores, etc., not finally charged off in the accounts.	*7,63,12*	9,30,13	*4,80,62*	3,74,23	*12,43,74*	13,04,36
(e) Total	*3,50,36,02*	4,25,60,39	*2,49,47,89*	1,68,02,78	*5,99,83,91*	5,93,63,17
Total Capital at charge at the end of the financial year [Items 1 (b) plus 3 (e)].	*4,66,92,83*	5,61,58,58	*2,94,00,04*	1,93,14,02	*7,60,92,87*	7,54,72,60

II-B.—Summary of Capital Outlay to end of the years 1940-41

Classification.	Year.	Capital outlay during the year. Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. Branch line Companies' Railways, under Guarantee Terms—						
(a) Worked by the branch line company	*1940-41* .	*—3*	*Nil*	*Nil*	*55*	*52*
	1941-42 .	—1,38	—26	1,40	—3	—27
(b) Worked by the main line	*1940-41* .	*9*	*Nil*	*Nil*	*Nil*	*9*
	1941-42 .	6	Nil	Nil	Nil	6
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1940-41* .	*1,16*	*29*	*1*	*Nil*	*1,46*
	1941-42 .	40	1	Nil	Nil	41
3. Branch line Companies' Railways under guarantee and rebate terms.	*1940-41* .	*28*	*Nil*	*Nil*	*Nil*	*28*
	1941-42 .	79	Nil	Nil	Nil	79
4. Companies' lines subsidized by the Government of India.	*1940-41 (a)*	*8,50*	*4,26*	*34*	*—38*	*12,22*
	1941-42 .	5,55	—8	15	1,14	6,76
5. Companies' lines subsidized by Provincial Governments.	*1940-41* .	*57*	*20*	*Nil*	*—29*	*48*
	1941-42 .	16	—56	Nil	47	7
6. Lines owned by Unassisted Companies and Private Bodies.	*1940-41* .	*35*	*Nil*	*Nil*	*2*	*37*
	1941-42 .	2	Nil	Nil	3	5
7. District Board lines	*1940-41* .	*—8*	*Nil*	*Nil*	*Nil*	*—8*
	1941-42 .	1	—1	Nil	Nil	Nil
8. Companies' lines subsidized by District Boards.	*1940-41(b)* .	*42*	*1,56*	*Nil*	*3*	*2,01*
	1941-42 .	4,05	1,73	—9	—26	5,43
9. Indian State lines worked by Indian States	*1940-41* .	*35,58*	*10,28*	*2,42*	*26,70*	*74,98*
	1941-42 .	22,07	—14,67	56	20,32	28,28
10. Indian State lines worked by the main line	*1940-41* .	*9,36*	*1,25*	*42*	*1,47*	*12,50*
	1941-42 .	1,08	2,13	3	1,88	5,12
11. Companies' lines guaranteed by Indian States	*1940-41* .	*3*	*Nil*	*Nil*	*Nil*	*3*
	1941-42 .	1	Nil	Nil	Nil	1
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1940-41* .	*—4*	*Nil*	*Nil*	*Nil*	*—4*
	1941-42 .	—2	Nil	Nil	Nil	—2
13. Total.	*1940-41* .	*56,19*	*17,84*	*3,19*	*27,60*	*1,04,82*
	1941-42 .	32,80	—11,71	2,05	23,55	46,69
14. Miscellaneous	*1940-41* .	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1941-42 .	Nil	Nil	Nil	Nil	Nil
15. Grand Total.	*1940-41* .	*56,19*	*17,84*	*3,19*	*27,60*	*1,04,82*
	1941-42 .	32,80	—11,71	2,05	23,55	46,69

(a) Excludes Bengal Dooars Railway Extensions purchased by the Government of India on 1st January 1941.
(b) Excludes Bengal Dooars Railway purchased by the Government of India on 1st January 1941.

[For details see Statement 2 (b), pages 28—39.]

and 1941-42 of other than State-owned Railways. *(In thousands of rupees.)*

§ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
93,12	*21,32*	*9,31*	*2,35*	*1,26,10*	1. Branch line Companies' Railways under Guarantee Terms—
91,74	21,06	10,71	2,31	1,25,82	(a) Worked by the branch line company.
51,28	*1,17*	*3,30*	*Nil*	*55,75*	(b) Worked by the main line.
51,34	1,17	3,30	Nil	55,81	
5,67,47	*50,61*	*77,11*	*Nil*	*6,95,19*	2. Branch line Companies' Railways under rebate terms worked by the main line.
5,67,37	50,62	77,14	Nil	6,95,63	
1,80,80	*2,88*	*9,88*	*2,00*	*1,95,56*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,81,59	2,88	9,88	2,00	1,96,35	
**11,89,80*	*4,16,20*	*1,14,56*	*9,61*	*17,30,17*	4. Companies' lines subsidised by the Government of India.
*11,95,35	4,16,12	1,14,71	10,75	17,36,93	
1,09,30	*71,41*	*20,91*	*¶2,14*	*¶2,03,76*	5. Companies' lines subsidised by Provincial Governments.
1,09,46	70,85	20,91	¶2,61	¶2,03,83	
46,38	*8,43*	*2,29*	*14*	*‖**86,24*	6. Lines owned by Unassisted Companies and Private Bodies.
46,40	8,43	2,29	17	**86,29	
48,29	*4,91*	*4,90*	*Nil*	*‖58,10*	7. District Board lines.
48,30	4,90	4,90	Nil	58,10	
80,89	*42,14*	*63*	*2,89*	*1,26,55*	8. Companies' lines subsidised by District Boards.
84,92	43,86	55	3,57	1,32,90	
33,26,61	*10,93,24*	*2,13,60*	*1,15,19*	*47,48,64*	9. Indian State lines worked by Indian States.
33,48,70	10,78,56	2,14,16	1,35,51	47,76,93	
8,65,15	*49,61*	*69,39*	*4,72*	*9,88,87*	10. Indian State lines worked by the main line.
8,66,22	51,74	69,40	6,60	9,93,96	
8,56	*6,39*	*1,76*	*Nil*	*16,71*	11. Companies' lines guaranteed by Indian States.
8,57	6,39	1,76	Nil	16,72	
§§2,43,28	*Nil*	*1,51*	*Nil*	*2,44,79*	12. Lines in Foreign territory worked by British Indian Railway Companies.
‡2,43,26	Nil	1,51	Nil	2,44,77	
68,10,93	*17,68,31*	*5,29,15*	*1,39,04*	*92,76,43*	13. Total.
68,43,72	17,56,58	5,31,22	1,63,52	93,24,04	
8,23	*Nil*	*64*	*Nil*	*††8,87*	14. Miscellaneous.
8,23	Nil	64	Nil	††8,87	
68,19,16	*17,68,31*	*5,29,79*	*1,39,04*	*92,85,30*	15. Grand Total.
68,51,95	17,56,58	5,31,86	1,63,52	93,32,91	

* Includes Rs. 11,95,000 being the capital outlay of Matheran (Hill) Light Railway to the end of 1927-28, the details of which are not available.

‡ Includes Rs. 2,31,29,000 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§§ Includes Rs. 2,31,30,000 being the capital outlay of the West of India Portuguese Railway, the details of which are not available.

§ Ordinarily the figures shown under the head "Total capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the years

¶ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

** Includes Rs. 29,00,000 in respect of Cochin Harbour Railway, details for which are not available.

†† Made up of outlay by Forest Department on the Alnavar Dandeli Railway.

‖ Revised figures, due to transfer of Cochin Harbour Railway from Head 7-District Board lines to head 6-Lines owned by unassisted companies and Private Bodies.

[For details, see Statement 4, page 42.]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the years 1940-41 and 1941-42.

Particulars.		Central.						Grand Total.	
		State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.			
		1940-41.	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41*	1941-42.
		2	3	4	5	6	7	8	9
1. Interest on sterling debt	£	*1,599,238*	1,988,094	*568,487*	179,636	..	..	*2,167,725*	2,167,730
2. Interest on capital contributed by companies:—									
(a) On share capital	£	*686*	104,716	*420,000*	315,000	..	..	*420,686*	419,716
(b) On debenture and debenture stock	£	..	34,998	*306,934*	271,936	..	..	*306,934*	306,934
3. Total	£	*686*	139,714	*726,934*	586,936	..	..	*727,620*	726,650
4. Grand Total	£	*1,599,924*	2,127,808	*1,295,421*	766,572	..	..	*2,895,345*	2,894,380
5. Converted into rupees at average rate of exchange .. (In thousands of rupees.)		*2,14,02*	2,85,05	*1,73,18*	1,01,85	(a) *30*	(a) 27	*3,87,50*	3,87,17
6. Interest on capital outlay provided by Government .. (In thousands of rupees.)		*12,90,08*	15,59,06	*8,91,68*	6,05,21	*5,37*	—25	*21,87,13*	21,64,02
7. Interest on rupee debt and annuities .. .. (In thousands of rupees.)		*2,41,53*	2,49,03	*51,62*	44,12	..	..	*2,93,15*	2,93,15
Grand Total .. .. (In thousands of rupees.)		*17,45,63*	20,93,14	*11,16,48*	7,51,18	*5,67*	2	*28,67,78*	28,44,34

(a) Represents exchange charges.

[*For details, see Statement No. 3, pages 40 and 41.*]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the years 1940-41 and 1941-42.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Payment to worked lines.	Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.			
1	2	3	4	5	6	7	8	9	10	11	12
State Railways worked by State.	*1940-41*	*68,47,57*	*—35,78*	*68,11,79*	*32,60,54*	*7,73,34*	*—4,65*	*40,29,23*	*76,55*	*27,06,01*	*47·62*
	1941-42	98,76,04	—43,44	98,32,60	46,29,25	9,41,42	59,67	56,30,34	1,28,11	40,74,15	46·87
State Railways worked by Companies or Indian States and Miscellaneous.	*1940-41*	*49,34,33*	*11,70*	*49,46,03*	*23,03,83*	*4,90,80*	*2,02*	*27,96,65*	*2,32,39*	*19,16,99*	*48·69*
	1941-42	36,58,25	26,72	36,84,97	16,34,35	3,26,57	30,67	19,91,59	2,09,81	14,83,57	44·68
Total	*1940-41*	*1,17,81,90*	*—24,08*	*1,17,57,82*	*55,64,37*	*12,64,14*	*—2,63*	*68,25,88*	*3,08,94*	*46,23,00*	*47·23*
	1941-42	1,35,34,29	—16,72	1,35,17,57	62,63,60	12,67,99	90,34	76,21,93	3,37,92	55,57,72	46·28

[*For details, see Statement 5, pages 43—47.*]

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital Outlay†}}$*, Revenue Earnings and Expenses of Railways for the years 1940-41 and 1941-42.*

[In thousands of rupees.]

(Note.—Please see notes under headings of Summary IIA and Statement 5.)

Classification.	Year.	For the system, i. e., both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 4—5.)	Percentage of working expenses to gross earnings. {Col. 5 × 100 / Col. 4.}	Percentage of net earnings on total capital at charge given in column 3. {Col. 6 × 100 / Col. 3.}
	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1940-41 (c)*	*8,18,34,15*	*1,22,39,69*	*70,76,01*	*51,63,68*	*57·76*	*6·32*
	1941-42	8,19,68,36	1,41,20,93	78,31,39	62,89,54	55·46	7·67
Class II Railways	*1940-41 (d)*	*20,49,00*	*3,36,54*	*2,00,08*	*1,36,46*	*59·45*	*5·15*
	1941-42	20,60,30	2,80,61	1,50,35	1,30,26	53·58	6·32
Class III Railways	*1940-41*	*5,89,43*	*60,09*	*45,80*	*14,29*	*76·22*	*2·42*
	1941-42	5,95,99	67,68	47,76	19,92	70·57	3·34
Other items not included in the preceding heads	*1940-41*	*3,05,59*	..	*2,88*	*—2,88*	..	..
	1941-42	1,80,84	..	2,94	—2,94	..	..
		By Ownership.					
Total State Railways (*a*)	*1940-41* (*c*)	*7,56,18,84*	*1,12,15,91*	*65,63,98*	*46,51,93*	*58·52*	*6·15*
	1941-42	7,52,91,76	1,29,36,83	72,63,62	56,73,21	56·15	7·53
Other items not included in the preceding heads.	*1940-41*	*3,05,59*	..	*2,88*	*—2,88*	..	..
	1941-42	1,80,84	..	2,94	—2,94	..	..
Total other Railways	*1940-41 (d)*	*94,44,87*	*14,19,96*	*7,51,54*	*6,68,42*	*52·93*	*7·08*
	1941-42	93,24,04	15,31,80	7,65,43	7,66,37	49·97	8·22
Miscellaneous (*b*)	*1940-41*	*8,87*	*45*	*37*	*8*	..	..
	1941-42	8,87	59	45	14	..	..
Grand Total	*1940-41*	*8,53,78,17*	*1,26,36,32*	*73,18,77*	*53,17,55*	*57·92*	*6·23*
	1941-42	8,48,85,51	1,44,69,22	80,32,44	64,36,78	55·51	7·59

*In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The method of exhibiting the figures in Summary IV has been changed from 1934-35; the figures shown therein are not, therefore, susceptible of agreement with those in Summary V or Summary VI.

(*b*) Represents figures pertaining to Alnavar-Dandeli (Provincial) Railway.

(*c*) Excludes Bengal Dooars purchased by the Government of India on 1st January 1941.

(*d*) Includes Bengal Dooars purchased by the Government of India on 1st January 1941.

[For details, see Statement 5, pages 43—47 and Statement 8, pages 62—77.]

VI.—Summary of Capital at Charge* / Capital Outlay†, Revenue Earnings, Expenses and Mileage of Railways classified according to methods of working for the years 1940-41 and 1941-42.

N. B.—Please see notes under headings of Summary II-A and Statement 5.

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. Total capital at charge. / Capital Outlay. ‡	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (a)	*1940-41*(e)	*15,541·44*	*4,63,56,86*	*66,99,19*	*39,59,41*	*27,39,78*	(a) Please see footnote (a) in Summary V on page 7. (e) Excludes Bengal Dooars Rly. purchased by the Govt. of India on 1st January 1941. (f) Excludes (g) Includes Assam Bengal and Bombay, Baroda & Central India Railways which were brought under State management with effect from 1st January 1942. (c) Includes Bengal Dooars Extensions purchased by the Govt. of India on 1st January 1941. (d) Includes Bengal Dooars purchased by the Govt. of India on 1st January 1941. (i) Excludes (h) Includes Dhrangdhara Railway taken over by Morvi Railway from the B.B. & C.I. with effect from 1st January 1942. (b) Represents figures pertaining to Alnavar-Dandeli Provincial railway.
	1941-42(f)	15,410·90	4,61,42,05	78,31,69	45,01,59	33,30,10	
2. State lines worked by ‖companies(a)	*1940-41*	*14,025·46*	*2,92,61,98*	*45,16,72*	*26,04,57*	*19,12,15*	
	1941-42(g)	13,834·49	2,91,49,71	51,05,14	27,62,03	23,43,11	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1940-41*	*177·93*	*1,26,10*	*6,55*	*6,77*	*—22*	
	1941-42	177·93	1,25,82	7,76	7,68	2	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1940-41*	*82·61*	*55,75*	*2,57*	*1,33*	*1,24*	
	1941-42	82·61	55,81	2,99	1,52	1,47	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1940-41*	*1,023·02*	*6,95,19*	*91,53*	*47,55*	*43,98*	
	1941-42	1,023·02	6,95,63	97,64	48,38	49,26	
6. Branch line companies' railways under Guarantee and Rebate terms.	*1940-41*	*175·11*	*1,95,56*	*17,07*	*8,93*	*8,14*	
	1941-42	175·11	1,96,35	17,25	8,84	8,41	
7. Companies' lines subsidized by the Government of India.	*1940-41*(c)	*2,011·05*	*18,52,12*	*3,25,79*	*1,54,67*	*1,71,12*	
	1941-42	1,884·62	17,36,93	3,32,62	1,48,64	1,83,98	
8. Companies' lines subsidized by Provincial Governments.	*1940-41*	*135·28*	*2,03,76*	*32,66*	*22,14*	*10,52*	
	1941-42	135·07	2,03,83	37,98	22,56	15,42	
9. Lines owned by Unassisted companies and Private bodies.	*1940-41*	*¶102·45*	*¶86,24*	*¶4,87*	*¶3,92*	*¶95*	
	1941-42	102·45	86,29	5,91	4,62	1,29	
10. District Board lines	*1940-41*	*83·97*	*¶58,10*	*8,93*	*5,53*	*3,40*	
	1941-42	83·97	58,10	9,77	5,56	4,21	
11. Companies' lines subsidized by District Boards	*1940-41*(d)	*297·71*	*1,73,04*	*32,33*	*23,83*	*8,50*	
	1941-42	258·21	1,32,90	29,59	21,18	8,41	
12. Indian State lines worked by Indian States.	*1940-41*	*6,056·29*	*47,48,64*	*7,90,81*	*3,70,90*	*3,22,91*	
	1941-42(i)	6,051·78	47,76,93	7,82,42	3,91,93	3,90,49	
13. Indian State lines worked by the main line.	*1940-41*	*¶1,214·32*	*9,53,37*	*¶1,73,70*	*¶92,60*	*¶81,10*	
	1941-42(h)	1,125·92	9,23,96	1,85,31	91,45	93,86	
14. Companies' lines guaranteed by Indian States.	*1940-41*	*38·63*	*16,71*	*1,55*	*96*	*59*	
	1941-42	38·63	16,72	1,98	1,17	81	
15. Lines in foreign territory worked by British Indian railway companies.	*1940-41*	*73·54*	*2,44,79*	*21,60*	*12,41*	*9,19*	
	1941-42	73·54	2,44,77	20,64	11,90	8,74	
16. Miscellaneous (b)	*1940-41*	*19·12*	*8,87*	*45*	*37*	*8*	
	1941-42	19·12	8,87	59	45	14	
17. Other items not included in the preceding heads.	*1940-41*	..	*3,05,59*	..	*2,38*	*—2,38*	
	1941-42	..	1,80,84	..	2,94	—2,94	
18. Total	*1940-41*	*41,051·93*	*8,53,78,17*	*1,26,36,32*	*73,15,77*	*53,17,55*	
	1941-42	40,477·37	8,48,05,51	1,44,69,22	80,32,44	64,36,78	

* In the case of State-owned Railways. † In the case of other than State-owned Railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Includes State lines worked by Indian States.

¶ Revised figures.

[For details, see Statement 8, pages 62—77.]

VII.—Summary of the Mileage of Railways as on 31st March 1942.

Classification.	Route mileage open on the 31st March 1942.			Track mileage open on the 31st March 1942.			Route mileage opened during the financial year 1941-42.	Route mileage authorised but not open for traffic on 31st March 1942.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
I.(a) Class I Railways—									
5′ 6″ gauge	17,207·88	3,440·75	20,648·63	24,358·02	7,629·76	31,987·78	*Nil.*	*Nil*	*Nil*
3′ 3¼″ gauge (c)	14,001·81	96·45	14,098·26	14,210·26	2,902·94	17,113·20	2·34	*Nil*	†100·69
2′ 6″ and 2′ 0″ gauges	2,114·32	*Nil.*	2,114·32	2,114·32	244·62	2,358·94	*Nil*	*Nil*	*Nil*
Total	33,324·01	3,537·20	36,861·21	40,682·60	10,777·32	51,459·92	2·34	*Nil*	100·69
(b) Class II Railways—									
3′ 3¼″ gauge (d)	1,724·45	*Nil*	1,724·45	1,724·45	324·55	2,049·00	*Nil*	66·71	†15·23
2′ 6″ and 2′ 0″ gauges	797·31	*Nil*	797·31	797·31	106·45	903·76	*Nil*	*Nil*	*Nil*
Total	2,521·76	*Nil*	2,521·76	2,521·76	431·00	2,952·76	*Nil*	66·71	15·23
(c) Class III Railways—									
3′ 3¼″ gauge	145·90	*Nil*	145·90	145·90	21·58	167·48	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	948·50	*Nil*	948·50	949·91	104·68	1,054·59	*Nil*	*Nil*	*Nil*
Total	1,094·40	*Nil*	1,094·40	1,095·81	126·26	1,222·07	*Nil*	*Nil*	*Nil*
II. (a) Total State-owned Railways—									
5′ 6″ gauge	15,320·47	3,440·75	18,761·22	22,470·61	7,332·90	29,803·51	*Nil*	*Nil*	*Nil*
3′ 3¼″ gauge	9,016·86	45·36	9,062·22	9,123·13	2,055·60	11,178·73	2·34	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,441·07	*Nil*	1,441·07	1,441·07	191·19	1,632·26	*Nil*	*Nil*	*Nil*
Total	25,778·40	3,486·11	29,264·51	33,034·81	9,579·69	42,614·50	2·34	*Nil*	*Nil*
(b) Total Other Railways—									
5′ 6″ gauge	1,887·41	*Nil*	1,887·41	1,887·41	296·86	2,184·27	*Nil*	*Nil*	*Nil*
3′ 3¼″ gauge	6,855·30	51·09	6,906·39	6,957·48	1,193·47	8,150·95	*Nil*	66·71	115·92
2′ 6″ and 2′ 0″ gauges	2,419·06	*Nil*	2,419·06	2,420·47	264·56	2,685·03	*Nil*	*Nil*	*Nil*
Total	11,161·77	51·09	11,212·86	11,265·36	1,754·89	13,020·25	*Nil*	66·71	115·92
III. (a) Total State-managed Railways—									
5′ 6″ gauge*	11,642·38	2,873·85	14,517·23	17,613·68	5,682·32	23,296·00	*Nil*	*Nil*	*Nil*
3′ 3¼″ gauge*§	1,272·93	7·29	1,280·22	1,287·51	358·89	1,646·40	*Nil*	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges*	836·06	*Nil*	836·06	836·06	109·28	945·34	*Nil*	*Nil*	*Nil*
Total	13,752·37	2,881·14	16,633·51	19,737·25	6,150·49	25,887·74	*Nil*	*Nil*	*Nil*
(b) Total Other Railways—									
5′ 6″ gauge**	5,564·50	566·90	6,131·40	6,744·34	1,947·44	8,691·78	*Nil*	*Nil*	*Nil*
3′ 3¼″ gauge**§§	14,599·23	89·16	14,688·39	14,793·10	2,890·18	17,683·28	2·34	66·71	115·92
2′ 6″ and 2′ 0″ gauges**	3,024·07	*Nil*	3,024·07	3,025·48	346·47	3,371·95	*Nil*	*Nil*	*Nil*
Total	23,187·80	656·06	23,843·86	24,562·92	5,184·09	29,747·01	2·34	66·71	115·92
IV. Total by gauges—									
5′ 6″ gauge	17,207·88	3,440·75	20,648·63	24,358·02	7,629·76	31,987·78	*Nil*	*Nil*	*Nil*
3′ 3¼″ gauge	15,872·16	96·45	15,968·61	16,080·61	3,249·07	19,329·68	2·34	66·71	115·92
2′ 6″ and 2′ 0″ gauges	3,960·13	*Nil*	3,960·13	3,961·54	456·75	4,417·29	*Nil*	*Nil*	*Nil*
Grand Total	36,940·17	3,537·20	40,477·37	44,300·17	11,334·58	55,634·75	2·34	66·71	†115·92

Note 1.—Route mileage open on 31st March 1941		41,051·93
Add minor extension during 1941-42		2·34
	Total	41,054·27
Route mileage open on 31st March 1942 as shown in column 4 above		40,477·37
Difference (*vide* details below)		—576·90
Net decrease on the B. and N. W. Railway chiefly on account of closing of Dighwara-Banwarchak diversion and Semaria Ghat shifts etc.		—5·84
Due to closing of certain lines on the B. N. Railway		—10·70
Do. Vasad—Kathana Railway on B. B. & C. I. Railway		—26·61
Do. Ghat lines which form part of yard stock on E. B. Railway		—18·32
Do. Bhagalpur Mandarhill Branch on E. I. Railway		—31·42
Do. Tinpahar-Rajmehal Branch E. I. Railway		—7·27
Do. Lucknow-Sultanpur-Zafarabad section on E. I. Railway		—135·89
Do. Portion of Unao-Madhoganj Branch on E. I. Railway		—32·36
Do. Balamau-Auhadpur Branch E. I. Railway		—31·25
Do. Fort Abbas to Kut-al-Imara Railway on N. W. Railway		—88·40
Do. Rohtak to Gohana Railway on N. W. Railway		—19·22
Do. Nagrota to Baijnath Paprola Railway on N. W. Railway		—20·42
Do. Madura-Bodinayakkanrur Railway on S. I. Railway		—55·60
Do. Tirupattur-Krishnagiri & Morappur-Hosur (N. G.) Railway on S. I. Railway		—98·69
Net increase on account of minor extensions, remeasurement and realignment etc. on the B.N., E.I., N. W., S. I. D. S., Gaekwar's Baroda, Jaipur and Mewar State Railways		+5·09
	Total	—576·90

† Construction of the line has been suspended for want of materials.

Note 2.—The electrified route mileage on 31st March 1942 was 98·94 miles *vide* details in statement No. 32, page 219.

*Excludes
**Includes } Bombay Baroda & Central India Railway purchased by the Government of India with effect from 1st January 1942.

§Excludes
§§Includes } Assam Bengal Railway Purchased by the Govt. of India with effect from 1st January 1942.

(d)Excludes
(e)Includes } Dhrangadra Railway taken over by Morvi Railway from the B. B. & C. I. Railway with effect from 1st January 1942.

VIII.—Summary of Rolling stock

Note :—The term 'in units' occurring in certain columns of these summaries indicates that the figures in these columns have been

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages.)
												Passenger carriages.						
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.									1st.	2nd.	Inter.	Third.		
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.												*	**	**	**	**		*
5′ 6″ gauge	5,245	68	136,991,124	2,075,000	11	1,097	22	2,114	93	14,150	68	8,913	21,732	42,921	58,219	626,302	3,483	1,451
3′ 3¾″ gauge (*a*)	2,212	4	32,839,557	41,600	6	623	5	297	24	1,248	37	* 6,519	** 9,435	** 12,000	** 17,037	** 312,546	1,471	* 703
			Number.		Number.													
2′ 6″ and 2′ 0″ gauges			281		6		7	124	1	15	13	812	526	1,444	1,952	26,083	98	39
Class II Railways.																		
3′ 3¾″ gauge (*b*)			196		..		29	..	..	..	..	831	1,083	2,057	287	28,517	189	42
2′ 6″ and 2′ 0″ gauges			108		1		9	..	..	..	..	512	214	748	140	13,171	39	16
Class III Railways.																		
3′ 3¾″ gauge			17		..		2	..	..	..	..	58	45	84	74	2,798	17	3
2′ 6″ and 2′ 0″ gauges			153		3		8	..	..	..	..	503	483	435	1,457	12,869	46	24

IX.—Summary of Net additions to or Reduction

Classification.	Locomotives.				Rail Cars (Steam propelled.)		Rail Cars (Internal Combustion engine propelled.)		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
											Passenger carriages.						
	Steam No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.								1st.	2nd.	Inter.	Third.		
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.											*	**	**	**	**		
5′ 6″ gauge	23	..	644,721	..	..	..	..	..	..	..	—68	—675	—1,566	231	—3,008	60	40
3′ 3¾″ gauge (*a*) †	—210	..	—3,376,948	..	..	..	..	..	..	..	—156	—299	34	353	—9,662	11	72
			Number.		Number.												
2′ 6″ and 2′ 0″ gauges			—16		..		..	..	..	..	—31	—47	61	46	—466	5	..
Class II Railways.																	
3′ 3¾″ gauge (*b*)			—1		..		2	..	..	..	9	4	—8	—8	351	—2	..
2′ 6″ and 2′ 0″ gauges			—1		..		..	..	..	..	—6	—121	78	38	—312	..	..
Class III Railways.																	
3′ 3¾″ gauge					..		..	..	..	..	—2	..	—8	..	—20	—1	..
2′ 6″ and 2′ 0″ gauges			1		..		..	..	..	..	19	—6	5	129	411	—1	4
By gauges.											*	**	**	**	**		
5′ 6″ gauge	23	..	644,721	..	..		..	..	..	..	—68	—675	—1,566	231	—3,008	60	40
			Number.														
3′ 3¾″ gauge			—211		..		2	..	..	..	—149	—295	18	345	—9,331	8	72
2′ 6″ and 2′ 0″ gauges			—16		..		..	..	..	..	—18	—174	144	213	—367	4	4

* Excludes Military cars, Dining cars, Saloons (Royal and State) and Reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

** Excludes seating accommodation of vehicles referred to at (*) above.

† Motor Coach composites.

(*a*) Includes } the Bikaner State railway which ranks as class I railway from 1941-42.

(*b*) Excludes }

in Service on 31st March 1942.

[For details, see Statement 10, pages 79—88 and Statement 34, pages 224-225]

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

GOODS WAGONS — Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
93,044	1,970,791	41,098	884,839	4,082	94,330	12,545	4,186	153	Class I Railways. 5′ 6″ gauge.
37,615	497,998	2,548	42,104	2,846	40,363	4,755	3,007	26	3′ 3⅜″ gauge.
			Number. 3,476				126	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			4,952				106	..	3′ 3⅜″ gauge
			2,164				23	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			116				..	..	3′ 3⅜″ gauge.
			1,513				23	..	2′ 6″ and 2′ 0″ gauges.

in Rolling stock during the year 1941-42 ‡

[For details, see Statement 11, pages 90—91 and Statement 35, page 226.]

GOODS WAGONS — Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	
—1,440	—16,810	—183	—8,368	—10	15	5	Class I Railways. 5′ 6″ gauge.
—4,513	§—37,566	—1,450	§—10,590	—504	—513	—4	3′ 3⅜″ gauge.
		Number —103			—1	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		—293			1	..	3′ 3⅜″ gauge.
		7			..	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		—8			..	..	3′ 3⅜″ gauge.
		17			—1	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
—1,440	—16,810	—183	—8,368	—10	15	5	5′ 6″ gauge.
		Total Number —6,768			—512	—4	3′ 3⅜″ gauge.
		—79			—2	..	2′ 6″ and 2′ 0″ gauges.

‡ The figures in Summary IX are not susceptible of comparison with last year due to the inclusion of the Bikaner State Railway under Class I Railways in 1941-42.

§ Exclusive of the variation in the capacity of Bikaner State Railway's stock.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1940-41.	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*470,8*	735,0	*14,8*	17,9	*12,1*	15,4
2nd class . . . . . „	*4,413,4*	5,903,2	*171,9*	194,0	*25,6*	30,6
Inter class . . . . . „	*13,056,3*	15,909,2	*80,3*	61,5	*159,9*	219,3
3rd class . . . . . „	*548,906,2*	593,759,8	*26,522,8*	24,115,9	*10,000,7*	11,021,5
TOTAL (a) „	*566,846,7*	616,307,2	*26,789,8*	24,389,3	*10,198,3*	11,286,8
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*95,933*	147,891	*729*	750	**288*	374
2nd class . . . . . „	*333,658*	461,095	*7,125*	8,406	*714*	837
Inter class . . . . . „	*638,737*	815,937	*2,380*	1,269	**2,136*	3,031
3rd class . . . . . „	*18,058,029*	19,873,105	*632,222*	533,996	**156,668*	171,883
TOTAL . . „	*19,126,357*	21,298,028	*642,456*	544,421	**159,806*	176,125
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*203·8*	201·2	*49·3*	41·9	**23·8*	24·3
2nd class . . . . . „	*75·6*	78·1	*41·4*	43·3	*27·9*	27·4
Inter class . . . . . „	*48·9*	51·3	*29·6*	20·6	*13·4*	13·8
3rd class . . . . . „	*32·9*	33·5	*23·8*	22·1	**15·7*	15·6
TOTAL . „	*33·7*	34·6	*24·0*	22·3	**15·7*	15·6
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*85,52*	1,21,39	*84*	78	*25*	32
2nd class . . . . . „	*1,54,41*	2,16,07	*3,91*	4,47	*70*	84
Inter class . . . . . „	*1,43,18*	1,89,86	*69*	39	*59*	85
3rd class . . . . . „	*28,65,55*	32,90,63	*1,26,47*	1,07,52	*32,00*	35,44
TOTAL . . „	*32,48,66*	38,17,95	*1,31,91*	1,13,16	*33,54*	37,45
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . Pies.	*17·1*	15·8	*22·1*	20·0	*16·7*	16·4
2nd class . . . . „	*8·89*	9·00	*10·5*	10·2	*18·8*	19·3
Inter class . . . . „	*4·30*	4·47	*5·67*	5·90	*5·30*	5·38
3rd class . . . . „	*3·05*	3·18	*3·84*	3·87	**3·92*	3·96
TOTAL . . „	*3·26*	3·44	*3·94*	3·99	**4·03*	4·08
6. Tons of goods carried (in thousands) (b) .	*123,305*	131,241	*5,119*	4,587	*887*	980
7. Net ton-miles (in thousands) . . .	*24,986,806*	27,813,888	*272,744*	198,907	*28,952*	33,396
8. Average miles a ton of goods was carried .	*203*	212	*53·3*	43·4	*32·6*	34·1
9. Earnings from goods carried (in thousands of rupees).	*79,48,77*	87,95,23	*1,78,50*	1,43,98	*21,02*	24,14
10. Average rate charged for carrying a ton of goods one mile . . Pies.	*6·11*	6·07	*12·6*	13·9	*13·9*	13·9

(a) }
(b) } See remarks on page 13.

(For details, see Statements 12, 13 and 35, pages 92—111 and 228—233.)

Statistics for the years 1940-41 and 1941-42.

5' 6" gauge.		3' 3¾" gauge.		2' 6" and 2' 9" gauges.		All Railways.		Headings.
1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
342,9	553,3	132,8	183,4	22,0	31,6	381,5	587,6	1st class . . . No.
3,619,1	4,869,1	892,7	1,139,7	99,1	119,0	4,151,9	5,462,0	2nd class . . . "
10,466,5	12,847,9	2,562,5	2,998,8	267,5	343,3	12,700,6	16,596,8	Inter class . . . "
357,110,2	392,329,1	199,965,4	207,233,4	28,354,1	28,334,7	558,488,5	601,425,6	3rd class . . . "
371,538,7	411,599,4	203,553,4	211,555,3	28,742,7	28,828,6	575,722,5	623,072,0	TOTAL (a) . . "
								2. Passenger miles (in thousands)—
82,207	129,356	13,853	18,305	*890	1,354	*96,950	149,015	1st class . . . Miles.
274,507	386,367	63,534	79,760	3,456	4,221	341,497	470,338	2nd class . . . "
533,663	689,912	104,058	123,016	*5,532	7,309	*643,253	820,237	Inter class . . . "
12,438,970	13,749,008	5,921,373	6,324,952	*486,576	505,024	*18,846,919	20,578,984	3rd class . . . "
13,329,347	14,954,643	6,102,818	6,546,023	*496,454	517,908	19,928,619	22,018,574	TOTAL . . "
								3. Average miles a passenger was carried—
239·7	233·8	104·3	99·8	*40·5	42·8	254·1	253·6	1st class . . . Miles.
75·8	79·4	71·2	70·0	34·9	35·5	82·3	86·1	2nd class . . . "
51·0	53·7	40·6	41·0	26·7	21·3	50·6	52·6	Inter class . . . "
34·8	35·0	29·6	30·5	*17·2	17·8	*33·7	34·2	3rd class . . . "
35·9	36·3	30·0	30·9	*17·3	18·0	34·6	35·3	TOTAL . . "
								4. Earnings from passengers carried (in thousands of rupees)—
70,87	1,02,65	14,48	17,90	1,26	1,94	86,61	1,22,49	1st class . . . Rs.
1,25,39	1,77,56	31,01	40,38	2,62	3,44	1,59,02	2,21,38	2nd class . . . "
1,20,63	1,61,63	22,69	27,10	1,74	2,37	1,44,46	1,91,10	Inter class . . . "
19,82,80	22,75,06	9,49,62	10,60,69	91,60	97,84	30,24,02	34,33,59	3rd class . . . "
22,99,09	27,16,90	10,17,30	11,46,07	97,22	1,05,59	34,14,11	39,68,56	TOTAL . . "
								5. Average rate charged per passenger per mile (in pies)—
16·6	15·2	20·1	18·8	27·2	27·5	17·2	15·8	1st class . . . Pies.
8·77	8·82	9·37	9·72	14·6	15·6	8·94	9·04	2nd class . . . "
4·32	4·50	4·19	4·23	6·04	6·23	4·31	4·47	Inter class . . . "
3·06	3·18	3·08	3·22	*3·61	3·72	3·08	3·20	3rd class . . . "
3·31	3·49	3·20	3·36	*3·76	3·91	3·29	3·46	TOTAL . . "
96,777	102,838	28,794	29,854	3,740	4,116	92,780	96,997	6. Tons of goods carried (in thousands)(b).
21,413,472	23,859,786	3,718,549	4,010,481	156,490	175,924	25,288,502	28,046,191	7. Net ton-miles (in thousands)
221	232	129·1	134·3	41·8	42·7	272·6	289·1	8. Average miles a ton of goods was carried.
62,97,04	70,05,64	17,34,98	18,23,18	1,16,27	1,34,53	81,48,29	89,63,35	9. Earnings from goods carried (in thousands of rupees).
5·65	5·64	8·96	8·73	14·3	14·7	6·19	6·14	10. Average rate charged for carrying a ton of goods one mile. Pies.

(a) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more railways or two or more gauges as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(b) The above remarks apply to tons carried also.

*Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges for the years 1940-41 and 1941-42.

NOTE.—Please see notes under the headings of Statement No. 14.

Class or Gauge.	Year.	Net earnings.			Working expenses.			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1940-41*	*51,69,68*	*2·73*	*13,946*	*70,70,01*	*3·72*	*364*	*1,22,39,69*	*6·45*	*32,936*	*632*
	1941-42	62,89,54	3·22	16,684	78,31,39	3·99	397	1,41,20,93	7·21	37,363	717
Class II Railways	*1940-41*	*1,36,46*	*1·87*	*3,816*	*2,00,08*	*2·74*	*107*	*3,36,54*	*4·61*	*9,392*	*180*
	1941-42	1,30,26	2·37	5,136	1,50,35	2·73	113	2,80,61	5·11	11,050	212
Class III Railways	*1940-41*	*14,29*	*0·55*	*1,305*	*45,80*	*1·77*	*80*	*60,09*	*2·32*	*5,483*	*105*
	1941-42	19,92	0·79	1,813	47,76	1·88	83	67,68	2·67	6,159	118
					By gauges.						
5′ 6″ Gauge	*1940-41*	*40,63,70*	*3·12*	*18,898*	*54,05,21*	*4·15*	*481*	*94,73,91*	*7·27*	*43,966*	*841*
	1941-42	50,47,28	3·77	23,714	59,68,79	4·45	537	1,10,16,07	8·22	51,717	991
5′ 3¼″ Gauge	*1940-41*	*12,29,53*	*2·03*	*7,591*	*16,95,69*	*2·76*	*198*	*29,25,22*	*4·79*	*17,918*	*344*
	1941-42	14,16,10	2·33	8,775	17,70,11	2·87	207	31,86,21	5·20	19,577	375
2′ 6″ and 2′ 0″ Gauges.	*1940-41*	*22,20*	*0·26*	*550*	*2,14,99*	*2·50*	*102*	*2,37,19*	*2·76*	*6,874*	*113*
	1941-42	—23,66	—0·27	—603	2,90,60	3·33	142	2,66,94	3·05	6,793	130
					Total all railways.						
†TOTAL	*1940-41*	*53,20,43*	*2·67*	*12,746*	*73,15,89*	*3·66*	*335*	*1,26,36,32*	*6·33*	*30,198*	*579*
	1941-42	64,39,72	3·17	15,578	80,29,50	3·93	371	1,44,69,22	7·10	34,016	670

†The difference between these totals and those shown in Summary V and Statement 5 consists of "other items not included in the preceding heads" included in the latter two Statements.

[*For details, see Statement 17, pages 120—125 and Statement 37, pages 234—238.*]

XII.—Summary of Train and Engine Mileage pertaining to Steam and Electric Locomotives for the years 1940-41 and 1941-42 (*In thousands of miles.*)

Particulars		Year.	Train Miles. ‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting and other Engine Miles. Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	Total engine miles. (Cols. 6+9).
1		2	3	4	5	6	7	8	9	10
						By classes of railways.				
Class I Railways	Steam	*1940-41*	*89,474*	*64,742*	*22,121*	*182,464*	*29,740*	*†15,921*	*†45,661*	*†228,125*
		1941-42	87,748	71,679	22,287	188,127	32,621	18,419	51,040	239,167
	Electric	*1940-41*	*1,408*	*775*	*Nil*	*2,199*	*252*	*391*	*643*	*2,842*
		1941-42	1,446	999	Nil	2,477	257	476	733	3,210
Class II Railways	Steam	*1940-41*	*1,466*	*728*	*4,673*	*7,014*	*1,377*	*232*	*1,609*	*8,623*
		1941-42	1,303	594	3,485	5,490	1,228	158	1,386	6,876
Class III Railways ‖	Steam	*1940-41*	*649*	*213*	*1,654*	*2,561*	*256*	*270*	*526*	*3,087*
		1941-42	609	246	1,651	2,536	289	279	568	3,104
						By gauges.				
5′ 6″ gauge	Steam	*1940-41*	*60,372*	*48,346*	*11,184*	*124,309*	*20,844*	*12,719*	*33,563*	*157,872*
		1941-42	59,448	53,322	10,382	127,651	22,891	14,908	37,799	165,450
	Electric	*1940-41*	*1,408*	*775*	*Nil*	*2,199*	*252*	*391*	*643*	*2,842*
		1941-42	1,446	999	Nil	2,477	257	476	733	3,210
3′ 3½″ gauge	Steam	*1940-41*	*29,218*	*15,981*	*12,337*	*59,229*	*9,368*	*3,212*	*12,580*	*71,809*
		1941-42	28,301	17,523	12,164	59,814	9,993	3,361	13,354	73,168
2′ 6″ and 2′ 0″ gauges ‖	Steam	*1940-41*	*1,999*	*1,356*	*4,927*	*8,501*	*1,161*	*†492*	*†1,653*	*†10,154*
		1941-42	1,911	1,674	4,877	8,688	1,254	587	1,841	10,529
						Total all railways.				
Total	Steam	*1940-41*	*91,589*	*65,683*	*28,448*	*192,039*	*31,373*	*†16,423*	*†47,796*	*†239,836*
		1941-42	89,660	72,519	27,423	196,153	34,138	18,856	52,994	249,147
	Electric	*1940-41*	*1,408*	*775*	*Nil*	*2,199*	*252*	*391*	*643*	*2,842*
		1941-42	1,446	999	Nil	2,477	257	476	733	3,210

* Includes light, assisting required, assisting not required, siding and departmental.
† Revised figures.
‡ Excluding departmental.
‖ The figures of Jorhat Railway have not been included as the information is not available.

XIII.—*Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1942.*

Particulars.			5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(In thousands)			1,067,806	499,562	41,742†
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,737,529	545,704	25,990
2·02 Total (excluding brake vans and Departmental)			2,533,041	741,984	39,202
2·03 Percentage loaded of total			68·6	73·6	66·3
3.* Net or freight ton miles (In thousands)		Steam	23,074,449	3,725,129	102,157
		Electric‡	449,748	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	27,880,331	7,116,016	353,632
		Electric‡	796,728	..	..
	Including departmental	Steam	28,029,001	7,191,574	354,508
		Electric‡	798,087	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	53,199,564	9,124,437	350,962
		Electric‡	1,069,006	..	..
	Including departmental	Steam	55,047,148	9,597,240	377,155
		Electric‡	1,079,944	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			141	105	64
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			47·0	35·9	17·7
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			441	182	47
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			13·5	6·83	3·93
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	17·2	§	..
6·02 Branch lines			§	§	..
6·03 Total		Steam	§	§	..
		Electric‡	17·2	§	..
All Goods trains—					
6·04 Main lines		Steam	10·8	11·6	..
		Electric‡	14·9	..	..
6·05 Branch lines			10·0	9·21	..
6·06 Total		Steam	10·6	10·7	9·15
		Electric‡	14·5	..	..
7.* *Average train load*—					
Passengers—					
7·01 Number of vehicles		Steam	17	15	..
		Electric‡	21	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	418	220	..
		Electric‡	551	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	33	28	..
		Electric‡	35	..	..
7·04 Main lines—Total		Steam	48	38	..
		Electric‡	48	..	..
7·05 Percentage loaded of total		Steam	69·1	73·4	..
		Electric‡	73·6	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.
† Represents Coaching and other Vehicles.

Particulars.		5'6" Gauge.	3'3½" Gauge.	2'6" and 2'0" Gauges.
Average train load—concld.				
Goods—*concld.*				
7·06 Branch lines—Loaded wagons		23	26	--
7·07 Branch lines—Total		36	35	--
7·08 Percentage loaded of total		64·6	74·1	--
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	409	172	50
	Electric‡	450	--	--
7·10 Gross weight (*including* weight of engine).	Steam	943	421	173
	Electric‡	1,060	--	--
7·11 Gross weight (*excluding* weight of engine)	Steam	829	361	125
	Electric‡	920	--	--
8. *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		2·20	1·03	--
8·02 Goods and proportion of mixed		7·46	3·30	--
Light and assisting not required engine miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·77	1·42	--
8·04 Goods and proportion of mixed		8·68	4·14	--
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·82	5·01	--
9·02 Goods and proportion of mixed		33·4	33·9	--
9·03 Wagon miles per shunting engine hour		661	515	--
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		211	174	--
10·02 Net* ton miles per engine hour (including departmental)		1,962	874	--
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,681	2,251	--
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,380	2,387	304
	Electric‡	66	--	--
11·02 Average total number on line	Steam	5,218	2,324	289
	Electric‡	66	--	--
11·03 Average number available for use	Steam	4,350	1,991	234
	Electric‡	54	--	--
11·04 Engine miles per day per engine on line (including departmental).	Steam	87	81	54
	Electric‡	133	--	--
11·05 Net* ton miles per goods locomotive day on line (including departmental).	Steam	18,380	8,111	1,821
	Electric‡	37,265	--	--
11·06 Net* ton miles per goods locomotive day in use	Steam	26,962	12,389	3,325
	Electric‡	55,401	--	--

*Excluding departmental.
‡Excluding Electric Multiple Unit Suburban trains.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		613,952	429,216	115,457
12·02 Passenger miles per route mile per annum		724,244	432,626	115,457
12·03 Net ton miles per running track mile per annum		979,545	270,735	50,557
12·04 Net ton miles per route mile per annum		1,155,514	272,885	50,557
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		3,533,279	1,186,160	346,051
12·06 Gross ton miles (including weight of engine) per route mile per annum.		4,168,009	1,195,583	346,051
12·07 Train miles per running track mile per day		15·0	10·9	6·02
13. *Repair of Rolling stock*—				
Engines *(including departmental)*—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	274	109	16
	Electric‡	3	1	*Nil*
13·02 Percentage of item 13·01 to average total number on line.	Steam	5·25	4·69	5·54
	Electric‡	4·55	14·5	*Nil*
In sheds and transportation workshops—				
13·03 Number	Steam	582	206	41
	Electric‡	9	*Nil*	*Nil*
13·04 Percentage of item 13·03 to average total number on line.	Steam	11·2	8·86	14·2
	Electric‡	13·6	*Nil*	*Nil*
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		572	407	45
13·06 Other coaching vehicles		200	75	4
13·07 Percentage of item 13·05 to average total number on line		6·58	6·20	5·41
13·08 Percentage of item 13·06 to average total number on line		6·39	6·07	4·12
In sick lines and transportation Workshops—				
13·09 Passenger carriages		210	159	20
13·10 Other coaching vehicles		95	14	6
13·11 Percentage of item 13·09 to average total number on line		2·41	2·42	2·40
13·12 Percentage of item 13·10 to average total number on line		3·03	1·13	6·19
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons (daily)—				
In Mechanical Workshops—				
13·13 Number		9·93	551	65
13·14 Percentage of item 13·13 to average total number on line		0·68	0·99	1·07
In sick lines and transportation Workshops—				
13·15 Number		5,602	1,446	173
13·16 Percentage of item 13·15 to average total number on line		3·83	2·59	2·85
Tot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		51	182	
13·18 Wagons—Number. (Monthly)		1,986	688	3

‡Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption, for locomotive services—*			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	6,739,907	1,493,240	163,096
14·03 Wood	2,971	2,595	122
14·04 Oil fuel	39,390	7	25
14·05† Total (in terms of coal)	6,812,712	1,494,291	163,190
14·06* Total net tons of coal consumed—Passenger and mixed	2,338,306	750,343	98,173
14·07 Total tons of coal consumed—Rail cars (Steam propelled)	893	445	448
14·08 Total tons of coal consumed—Rail cars (Internal combustion engine propelled).	827	*Nil*	45
14·09* Total net tons of coal consumed—Goods service	3,483,810	525,032	46,572
14·10* Total net tons of coal consumed—Shunting (including siding)	718,111	132,369	12,404
14·11 Total tons of coal consumed—Locomotives on miscellaneous services.	44,200	28,371	362
14·12 Total net tons of coal consumed—Departmental	226,565	57,731	5,186
14·13 Total tons of coal consumed on all Locomotive services	6,812,712	1,494,291	163,190
14·14* Lbs. of coal consumed per engine mile (Shunting including siding)	68·8	39·2	(a)
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines).			
14·15* Passenger and proportion of mixed	176·9	201·5	442·6
14·16* Goods and proportion of mixed	149·5	152·0	454·5
15. *Oil consumption—*			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	6,600,594	2,248,054	358,066 (b)
15·02 Total pints (Goods trains)	6,576,711	1,139,776	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·82	5·86	6·31 (b)
15·04 Pints per 100 engine miles (Goods)	10·4	6·05	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,476,393	1,239,090	(a)
15·06 Pints per 1,000 vehicle miles	1·15	0·98	(a)

* Excluding Departmental.
† 2½ tons of wood=1 ton of coal.
0·55 ton of oil fuel=1 ton of coal.
(a) Not published.
(b) Including departmental.

SECTION B

STATEMENTS

STATEMENTS.

1.—*Statement of Net Revenue Receipts of State-owned Railways for the year 1941-42 and of the per Government after meeting all charges*

NOTE :—Please see note under heading

Class and name of Railway.	Capital at charge on 31st March 1942.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Bengal and Assam (A. B.)	24,50,16	43,42	1·77
2. Bengal and Assam (E. B.)	53,57,41	1,88,80	3·52
3. Bombay, Baroda & Central India	74,03,09	7,63 41	10·31
4. East Indian	1,48,51,91	11,33,59	7·63
5. Great Indian Peninsula	1,12,63,30	10,39,28	9·23
6. North Western (Commercial)	1,12,95,61	9,12,56	8·08
7. North Western (Military)	33,73,82	—6,91	—·20
8. Coal Department	1,63,28	..	..
9. TOTAL	5,61,58,58	40,74,15	7·25
State Lines worked by Companies or Indian States.			
10. Bengal-Nagpur	78,96,48	5,67,51	7·19
11. Bezwada Extension and Dhone Kurnool (N. S.)	46,07	7,87	17·08
12. Jolrpur-Hyderabad (British Section)	1,33,39	45,69	34·25
13. Lucknow-Bareilly (R. & K.)	2,68,96	29,55	10·99
14. Madras and Southern Mahratta	53,09,55	4,40,19	8·29
15. South Indian	45,82,07	3,04,67	6·65
16. Tirhoot (B. & N. W.)	10,46,72	91,34	8·73
17. Jorhat	13,22	..	..
18. Railway Clearing Accounts	..	—32	..
19. Contribution to Depreciation Reserve Fund (Miscellaneous)	..	—2,93	..
20. Railway Board Accounts	..	..	..
21. TOTAL	1,92,96,46	14,83,57	7·69
Miscellaneous items.			
22. Miscellaneous items	17,56	..	..
23. *Deduct*—Interest during construction	..	..	..
24. TOTAL	17,56	..	..
25. ***Grand Total***	7,54,72,60	55,57,72	7·36

centage of those figures on the Capital at Charge, on 31st March 1942 also of the net gain or loss to against the net Revenue Receipts.

of statement No. 2 (a). *(In thousands of Rupees.)*

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
1,43	96,50	97,93	..	54,51	—2·22	1. Bengal & Assam (A. B.)
..	1,96,93	1,96,93	..	8,13	—·15	2. Bengal & Assam (E. B.)
46,02	2,70,60	3,16,62	4,46,79	..	6·04	3. Bombay, Baroda & Central India.
..	5,74,69	5,74,69	5,58,90	..	3·76	4. East Indian.
..	3,94,01	3,94,01	6,45,27	..	5·73	5. Great Indian Peninsula.
..	4,27,54	4,27,54	4,85,02	..	4·29	6. North Western (Commercial).
..	1,26,27	1,26,27	..	1,33,18	—3·95	7. North Western (Military).
..	6,60	6,60	..	6,60	—4·04	8. Coal Department
47,45	20,93,14	21,40,59	19,33,56	..	3·44	9. Total.
						State Lines worked by Companies or Indian States.
13,34	3,12,14	3,26,48	2,42,03	..	3·07	10. Bengal-Nagpur
..	1,77	1,77	6,10	..	13·25	11. Bezwada Extension and Dhone Kurnool (N. S.).
..	5,34	5,34	40,35	..	30·28	12. Jodhpur-Hyderabad (British Section).
2,49	9,69	12,18	17,37	..	6·46	13. Lucknow-Bareilly (R. & K.).
14,07	2,18,78	2,32,85	2,07,34	..	3·91	14. Madras and Southern Mahratta.
13,17	1,63,90	1,77,07	1,27,60	..	2·78	15. South Indian.
236	39,56	41,92	49,42	..	4·80	16. Tirhoot (B. & N. W.).
..	..	..	..	..	..	17. Jorhat.
..	..	..	..	32	..	18. Railway Clearing Accounts.
..	..	..	..	293	..	19. Contribution to Depreciation Reserve Fund (Miscellaneous).
..	..	..	..	..	..	20. Railway Board Accounts.
45,43	7,51,18	7,96,61	6,86,96	..	3·56	21. Total.
						Miscellaneous items.
..	38	38	..	38	..	22. Miscellaneous items.
..	36	36	..	—36	..	23. *Deduct*—Interest during construction
..	2	2	..	2	—·16	24. Total.
92,88	28,44,34	29,37,22	*26,20,50	..	3·47	25. **Grand Total.**

* The total gain (Central) for the year is :—

	Rs.
Gain as per column 8 above	26,20,50
Add—Miscellaneous Railway Receipts	2,42,14
Government share of surplus profits from subsidized Companies	10,30
Deduct—Miscellaneous Railway expenditure	65,00
Net Gain	28,07,94

2 (a).—*Statement of Capital at Charge of State-owned*

NOTE :—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees @ 1s. 6d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(i) Open Lines.							
Bengal & Assam (A. B.)	..	..	4,99	47	..	—21,26	—15,80
Bengal & Assam (E. B.)	..	5,28,82	—1,04	—34,91	30	3,44	—32,21
Bombay, Baroda & Central India.	..	19,41,38	—29,51	—15,54	—86	13,33	—32,58
East Indian	..	49,58,45	—1,27,65	—34,49	—11,72	9,42	—1,64,44
Great Indian Peninsula	..	49,09,94	23,60	—37,43	—2	26,39	12,54
North Western (Commercial)	..	12,59,60	—1,01,84	—2,67	—8,94	5,38	—1,08,07
North Western (Military)	..	..	—1,95	—22	—4	*—1,87	—4,08
Coal Department	..	..	—4,05	..	..	—20	—4,25
Total I (i)	..	1,35,98,19	—2,37,45	—1,24,79	—21,28	34,63	—3,48,89
(ii) New Constructions.							
East Indian	..	..	—34	..	..	..	—34
Great Indian Peninsula	..	..	—2	..	..	..	—2
North Western (Commercial)	..	..	—2,19	..	—95	—39	—3,53
North Western (military)	..	..	155	..	..	..	155
Total I (ii)	..	..	—1,00	..	—95	—39	—2,34
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
Bengal-Nagpur	..	..	25,77	2,13	..	16,03	43,93
Bezwada Extension (N. S.)	..	..	3	..	..	..	3
Total Companies' Lines (Open lines) Carried over	..	..	25,80	2,13	..	16,03	43,96

* Includes (1) Campbellpur Reserve —1,91 and (2) Frontier Railway Reserve Nil.

Railways on the 31st March 1942.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities at the statutory rate of *1s. 6d.* to the rupee.

(In thousands of rupees.)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(i) Open Lines.
17,68,89	4,90,09	1,70,08	21,10	24,50,16	24,50,16	Bengal & Assam (A. B.)
33,11,91	11,89,03	2,23,74	1,03,91	48,28,59	53,57,41	Bengal & Assam (E. B.) ‡
37,54,22	14,14,46	1,89,28	1,03,75	54,61,71	74,03,09	Bombay, Baroda & Central India.
54,28,38	36,18,37	2,49,70	2,32,75	95,29,20	1,44,87,65	East Indian.
46,37,28	13,87,77	1,65,51	1,59,38	63,49,94	1,12,59,88	Great Indian Peninsula.
70,40,06	22,66,35	3,77,02	2,74,12	99,57,55	1,12,17,15	North Western (Commercial).
26,84,24	4,74,99	1,82,12	(*a*) 30,92	33,72,27	33,72,27	North Western (Military).
1,59,47	..	..	3,31	1,63,28	1,63,28	Coal Department.
2,87,84,45	1,08,41,06	15,57,45	9,29,74	4,21,12,70	5,57,10,89	Total I (*i*).
						(ii) New Constructions.
3,28,76	..	35,14	36	3,64,26	3,64,26	East Indian.
2,68	..	74	..	3,42	3,42	Great Indian Peninsula.
75,39	..	3,04	3	78,46	78,46	North Western (Commercial).
1.55	..	..	..	1,55	1,55	North Western (military).
4,08,38	..	38,92	39	4,47,69	4,47,69	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States.
						(i) Open Lines.
47,24,23	26,68,52	3,31,92	1,71,81	78,96,48	78,96,48	Bengal Nagpur.
16,92	..	1,17	..	18,09	18,09	Bezwada Extension (N. S.).
47,41,15	26,68,52	3,33,09	1,71,81	79,14,57	79,14,57	Total Companies' Lines (Open Lines). Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(*a*) Includes (1) Campbellpur Reserve 2,90 and (2) Frontier Railway Reserve nil

‡ Includes Bengal Dooars Railway purchased by the Government of India on the 1st January 1941.

2 (a).—*Statement of Capital at Charge of State-owned Railways*

NOTE:—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rates of
came into being. From 1935-36 they have again been converted

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1s. 6d. to the rupee.)		Capital outlay during the financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	..	25,80	2,13	..	16,03	43,96
Jodhpur	..	..	—19	..	—3	—6	—28
Lucknow-Bareilly (R. & K.)	..	..	94	—34	..	34	94
Madras and Southern Mahratta	..	17,47,75	2,25	—52,10	4	8,74	—41,07
Dhone-Kurnool (N. S.)	..	..	4	..	..	..	4
South Indian	..	7,63,49	—68	—59,04	31	22	—59,19
Tirhoot (B. & N. W.) including Mashrak-Thawe Extension.	..	..	1,86	15	..	1,11	3,12
Jorhat	..	..	..	..	..	..	..
TOTAL II (*i*)	..	25,11,24	30,02	—1,09,20	32	26,38	—52,48
II (*ii*)—*New Constructions.*							
Jodhpur	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..
South Indian	..	..	—1	..	..	..	—1
TOTAL II (*ii*)	..	..	—1	..	..	..	—1
III.—Miscellaneous Items.							
Railway Board Accounts—Account Current—(Exchange).	..	..	..	..	2	..	2
TOTAL III	..	..	..	..	2	..	2
GRAND TOTAL I—III	..	1,61.09,43	—2,08,44	—2,33,99	—21,89	60,62	—4,03,70

on the 31st March 1942—concld.

exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when he liabilities at the statutory rate of 1*s.* 6*d.* to the rupee.

(In thousands of rupees.)

Capital outlay to end of financial year including in the case of purchased railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
47,41,15	26,66,52	3,33,09	1,71,81	79,14,57	79,14,57	Total Companies' Lines (Open Lines)—Brought forward.
1,16,56	..	3,71	12	1,20,39	1,20,39	Jodhpur.
1,72,56	79,02	8,87	8,51	2,68,96	2,68,96	Lucknow-Bareilly (R. & K.).
23,68,44	9,53,09	1,69,73	70,54	35,61,80	53,09,55	Madras and Southern Mahratta.
25,66	..	2,32	..	27,98	27,98	Dhone-Kurnool (N. S.).
26,85,77	8,27,69	2,15,22	81,14	38,09,82	45,73,31	South Indian.
6,97,39	2,56,55	51,35	41,43	10,46,72	10,46,72	Tirhoot (B. & N. W.) including Mashrak-Thawe Extension.
7,43	4,70	41	68	13,22	13,22	Jorhat.
1,08,14,96	47,89,57	7,84,70	3,74,23	1,67,63,46	1,92,74,70	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
11,98	..	1,02	..	13,00	13,00	Jodhpur.
..	..	..	..	..	..	Madras and Southern Mahratta.
8,76	..	..	..	8,76	8,76	South Indian.
20,74	..	1,02	..	21,76	21,76	TOTAL II (*ii*).
						III.—Miscellaneous Items.
..	..	17,56	..	17,56	17,56	Railway Board's Accounts—Account Current—(Exchange).
..	..	17,56	..	17,56	17,56	TOTAL III.
4,00,28,53	1,56,30,63	23,99,65	13,04,36	5,93,63,17	7,54,72,60	GRAND TOTAL I—III

NOTE.—The detailed distribution has been revised to agree with that shown in the mothly accounts of the various Railways.

2 (b).—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
(A) Worked by the Branch						
OPEN LINES.						
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	—23	—23
Bankara-Damoodar River	,,	*Nil*	*Nil*	*Nil*	14	14
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	8	8
Futwah-Islampur	,,	—1,40	—26	1,40	2	—24
Kalighat-Falta	,,	2	*Nil*	*Nil*	—4	—2
TOTAL 1-(A)	..	—1,38	—26	1,40	—3	—27
(B) Worked by the						
OPEN LINES.						
Chaparmukh-Silghat (A. B.)	3′ 3½″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Katakhal Lalabazar (A. B.)	,,	6	*Nil*	*Nil*	*Nil*	6
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	6	*Nil*	*Nil*	*Nil*	6
2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE						
OPEN LINES.						
Hoshiarpur-Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	5′ 6″	10	*Nil*	*Nil*	*Nil*	10
Phagwara-Rahon (N. W.)	,,	8	*Nil*	*Nil*	*Nil*	8
Mandra-Bhaun (N. W.)	,,	1	*Nil*	*Nil*	*Nil*	1
Sara-Sirajganj (E. B.)	,,	—6	*Nil*	*Nil*	*Nil*	—6
Sialkot-Narowal (N. W.)	,,	7	*Nil*	*Nil*	*Nil*	7
Tapti Valley (B., B. & C. I.)	,,	5	*Nil*	*Nil*	*Nil*	5
Ahmedabad-Parantij (B., B. & C. I.)	3′ 2½″	11	*Nil*	*Nil*	*Nil*	11
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	—2	*Nil*	*Nil*	*Nil*	—2
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Central Provinces (G. I. P.)	,,	3	*Nil*	*Nil*	*Nil*	3
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khulna Bagerhat (E. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mayurbhanj (B. N.)	,,	1	*Nil*	*Nil*	*Nil*	1
Nadiad-Kapadvanj (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	2	1	*Nil*	*Nil*	3
TOTAL (2)	..	40	1	*Nil*	*Nil*	41

year 1941-42 of other than State-owned Railways. *(In thousands of rupees.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					OPEN LINES.
16,30	2,38	2,06	21	20,95	Ahmadpur-Katwa.
30,20	5,60	3,90	66	40,36	Bankura-Damoodar River.
14,63	3,67	1,71	53	20,54	Burdwan-Katwa.
15,49	2,36	1,40	29	19,54	Futwah-Islampur.
15,12	7,05	1,64	62	24,43	Kalighat-Falta
91,74	21,06	10,71	2,31	1,25,82	TOTAL 1-(A).
Main Line.					OPEN LINES.
33,47	*Nil*	1,72	*Nil*	35,19	Chaparmukh-Silghat (A. B.).
15,86	*Nil*	1,39	*Nil*	17,25*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurgani (Bengal Provincial).
51,34	1,17	3,30	*Nil*	55,81	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
					Hoshiarpur-Doab (N. W.)—
33,86	*Nil*	3,12	*Nil*	26,98	Jullundur-Mukerian (N. W.).
26,64	*Nil*	2,52	*Nil*	29,16	Phagwara-Rahon (N. W.).
24,77	*Nil*	3,13	*Nil*	27,90	Mandra-Bhaun (N. W.).
92,83	*Nil*	6,94	*Nil*	99,77	Sara-Sirajganj (E. B.).
29,33	*Nil*	2,55	*Nil*	31,88	Sialkot-Narowal (N. W.).
1,26,71	*Nil*	11,03	*Nil*	1,37,74	Tapti Valley (B., B. & C. I.).
34,40	3	4,06	*Nil*	38,49	Ahmedabad-Parantij (B., B. & C. I.).
11,26	6,35	3,43	*Nil*	21,04	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,39	2,34	1,85	*Nil*	12,58	Dhond-Baramati (G. I. P.).
59,73	18,88	15,09	*Nil*	93,70	Central Provinces (G. I. P.).
8,96	1,83	3,42	*Nil*	14,21	Godhra-Lunavada (B., B. & C. I.).
17,72	5,31	1,67	*Nil*	24,70	Jacobabad-Kashmor (N. W.).
6,79	1,57	81	*Nil*	9,17	Khulna-Bagerhat (E. B.).
22,77	66	1,37	*Nil*	24,80	Mayurbhanj (B. N.).
8,85	4,73	2,72	*Nil*	16,30	Nadiad-Kapadvanj (B., B. & C. I.).
12,42	2,01	3,80	*Nil*	18,23	Pachora-Jamner (G. I. P.).
42,44	6,91	9,63	*Nil*	58,98	Darjeeling-Himalayan Extensions.
5,67,87	50,62	77,14	*Nil*	6,95,63	TOTAL (2).

H9R.B

* Includes Rs. 1,20,414 direct outlay by the Managing Agents.

2 (b).—*Statement of Capital Outlay to end of the*

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	2′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mymensingh-Bhairab Bazar (A. B.)	,,	79	*Nil*	*Nil*	*Nil*	79
Total (3)	..	79	*Nil*	*Nil*	*Nil*	79
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Bengal and North Western*	3′ 3⅜″	4,94	26	13	54	5,87
Mirpur Khas-Khadro† (Jodhpur)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	,,	58	23	*Nil*	1	82
Barsi Light†	2′ 6″	3	—74	2	39	—30
Shahdara (Delhi) Saharanpur Light*	,,	*Nil*	17	*Nil*	20	37
Matheran (Hill) Light‡	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (4)	..	5,55	—8	15	1,14	6,76
Open Lines.			**5. COMPANIES' LINES SUBSIDIZED**			
Dibru-Sadiya	3′ 3⅜″	14	—61	*Nil*	*Nil*	—47
Darjeeling-Himalayan	2′ 0″	2	5	*Nil*	47	54
Total (5)	..	16	—56	*Nil*	47	7
Open Lines.			**6. LINES OWNED BY UNASSISTED**			
Cochin Harbour Railway (S. I.)	5′ 6″	..	..	..	..	..
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	2	*Nil*	*Nil*	*Nil*	2
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	3	3
Parlakimedi Light (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil.*	*Nil*
Total (6)	..	2	*Nil*	*Nil*	3	5

* Receives land only from Government.

† Receives land only from Government and Indian States.

‡ Receives land and rebate from Government.

year 1941-42 of other than State-owned Railways—contd. *(In thousands of rupees.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
					OPEN LINES.
GUARANTEE AND REBATE TERMS.					
62,71	2,88	2,88	2,00	70,47	Jamnagar-Dwarka.
1,18,88	*Nil*	7,00	*Nil*	1,25,88	Mymensingh-Bhairab Bazar (A. B.).
1,81,59	2,88	9,88	2,00	1,96,35	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
8,73,29(*b*)	2,93,44	92,98	6,93	12,66,64(*b*)	Bengal and North Western.*
9,32	*Nil*	62	*Nil*	9,94	Mirpur Khas-Khadro† (Jodhpur).
1,37,06	61,24	12,94	1	2,11,25	Rohilkund and Kumaon.
1,27,92	46,46	8,10	2,31	1,84,79	Barsi Light.†
35,81	14,56	*Nil*	1,50	51,87	Shahdara (Delhi) Saharanpur Light.*
11,95	42	7	*Nil*	12,44(*a*)	Matheran (Hill) Light.†
11,95,35	4,16,12	1,14,71	10,75	17,36,93	TOTAL (4).
BY PROVINCIAL GOVERNMENTS.					
					OPEN LINES.
76,80	58,13	18,11	*Nil*	‖1,53,04	Dibru-Sadiya.
32,66	12,72	2,80	2,61	50,79	Darjeeling-Himalayan.
1,09,46	70,85	20,91	2,61	2,03,83	TOTAL (5).
COMPANIES AND PRIVATE BODIES.					
					OPEN LINES.
..	..	..	..	**28,00	Cochin Harbour Railway (S. I.)
19,48	*Nil*	*Nil*	*Nil*	19,48	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	17	11,74	Bengal Provincial.
17,49	5,30	2,16	*Nil*	24,95	Parlakimedi Light (B. N.).
63	37	12	*Nil*	1,12	Jagadhri Light.
46,40	8,43	2,29	17	86,29	TOTAL (6).

(*a*) Includes Rs. 11,95,000 being the capital outlay to the end of 1927-28, the details of which are not available.

(*b*) Includes Rs. 4,000 on account of survey.

‖ Excludes Rs. 1,50,000 (£ 10,000) representing the estimated cost of stores, etc., for the purpose of arriving at the amount of Government subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

** The line has been constructed by the Cochin Harbour Authorities. Details of the amount are not available. This line has been transferred to head 6 from "7. District Board Lines."

2 (b).—*Statement of Capital Outlay to end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						**7. DISTRICT**
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Podanur-Pollachi (S. I.)	3′ 3⅜″	*Nil*	—1	*Nil*	*Nil*	—1
Tinnevelly-Tiruchendur (S. I.)	,,	1	*Nil*	*Nil*	*Nil*	1
Total (7)	..	1	—1	*Nil*	*Nil*	*Nil*
Open Lines.						**8. COMPANIES' LINES SUBSIDIZED**
Arrah-Sasaram Light	2′ 6″	*Nil*	82	—9	—1	72
Baraset-Basirhat Light	,,	5	20	*Nil*	—4	21
Bukhtiarpur-Bihar Light	,,	4	3	*Nil*		7
Dehri-Rohtas Light	,,	11	*Nil*	*Nil*	—17	—6
Howrah-Amta Light	2′ 0″	3,85	74	*Nil*	—4	4,55
Howrah Sheakhala Light	,,	*Nil*	—6	*Nil*	*Nil*	—6
Tezpur-Balipara Light	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (8)	..	4,05	1,73	—9	—26	5,43

1941-42 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,84	*Nil*	1,14	*Nil*	15,98	Tenali-Repalle (M. & S. M.).
8,80	4,90	1,26	*Nil*	14,96	Podanur-Pollachi (S. I.).
24,66	*Nil*	2,50	*Nil*	27,16	Tinnevelly-Tiruchendur (S. I.).
48,30	4,90	4,90	*Nil*	58,10	TOTAL (7).
BY DISTRICT BOARDS.					OPEN LINES.
18,76	7,55	11	15	26,57	Arrah-Sasaram Light.
19,53	7,27	*Nil*	16	26,96	Baraset-Basirhat Light.
10,71	5,70	*Nil*	18	16,59	Bukhtiarpur-Bihar Light.
(a) 6,27	4,21	37	36	(a) 11,21	Dehri-Rohtas Light.
21,43	13,33	*Nil*	2,72	37,48	Howrah-Amta Light.
5,02	4,20	*Nil*	*Nil*	9,22	Howrah Sheakhala Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light.
84,92	43,86	55	3,57	1,32,90	TOTAL (8).

(a) Includes Rs. 2,000 on account of Survey.

2. (b).—*Statement of Capital Outlay to end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) Open Lines.						
Nizam's State†	5′ 6″	12,10	16	56	11,61	24,53
Bhavnagar State	3′ 3¾″	48	—2,80	*Nil*	1,50	—82
Bikaner State	,,	1,35	2,82	—15	5,90	9,92
Gaekwar's Baroda State (Mehsana)	,,	16	12	*Nil*	*Nil*	28
Gondal	,,	59	—26	*Nil*	—1,49	—1,16
Jaipur State	,,	1,40	1,07	—3	93	3,37
Jetalsar-Rajkot (Gondal)	,,	2	*Nil*	*Nil*	—2	*Nil*
Jodhpur	,,	69	—15,62	*Nil*	95	—13,98
Junagadh State	,,	8	—1,42	*Nil*	—1,68	—3,02
Morvi	,,	39	50	*Nil*	—3,98	—3,09
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere, Mysore-Nanjangud, Nanjangud-Chamarajanagar, Shimoga-Anandapuram, Arsandparams Sagara, Bangalore-Harihar and Yesvantpur-Hindupur).	,,	4,10	50	—1	4,26	8,85
Porbandar State (Gondal)	,,	—78	*Nil*	*Nil*	1,28	50
Mewar State	,,	—15	—53	*Nil*	9	—59
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	—1	*Nil*	*Nil*	*Nil*	—1
Cutch State	,,	8	*Nil*	*Nil*	*Nil*	8
Dholpur State*	,,	1	*Nil*	*Nil*	*Nil*	1
Gaekwar's Baroda State	,,	—1	*Nil*	*Nil*	97	96
Kolar District (Mysore)	,,	1	*Nil*	*Nil*	*Nil*	1
Scindia State (Gwalior Light)	2′ 0″	16	79	*Nil*	*Nil*	95
Tarikere-Narasimharajapuram-Tramway (Mysore)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (a)	..	20,67	—14,67	47	20,32	26,79
(b) Lines under construction.						
Sadulpur to Rewari (Bikaner State)	3′ 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	11	*Nil*	—1	*Nil*	10
Sanganer-Lalsot (Jaipur) (including Jaipur-Sheodaspura realignment).	,,	1,29	*Nil*	10	*Nil*	1,39
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	1,40	*Nil*	9	*Nil*	1,49
Total (9) [(a)+(b)]	..	22,07	—14,67	56	20,32	28,28

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Baraulli Section.

† Includes figures for Metre Gauge.

1941-42 of other than State-owned Railways—contd. *(In thousands of rupees.)*

Total capital outlay to the end of the year.					Railway.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(a) Open Lines.
11,03,69	2,90,96	97,77	41,49	§15,33,91	Nizam's State.†
1,62,79	74,82	8,15	11,86	2,57,62	Bhavnagar State.
3,02,29	1,00,94	9,96	19,89	4,33,08	Bikaner State.
1,48,94	27,03	11,16	*Nil*	1,87,03	Gaekwar's Baroda State (Mehsana).
74,30	37,49	2,52	2,50	1,16,81	Gondal.
95,06	27,30	4,03	6,80	1,33,19	Jaipur State.
28,45	*Nil*	90	2	29,37	Jetalsar-Rajkot (Gondal).
2,95,33	1,75,80	3,61	16,60	4,91,34	Jodhpur.
1,21,12	31,92	5,15	4,89	1,63,08	Junagadh State.
71,71	41,34	2,23	5,60	1,21,38	Morvi.
4,31,53	1,44,40	28,80	11,66	6,16,39	Mysore (including Birur-Shimoga) Chickjajur-Chitaldrag, Mysore-Bangalore, Mysore-Arsikere, Mysore-Nanjangud, Nanjangud-Chamarajanagar, Shimoga-Anandpuram, Anandapuram-Sagara, Bangalore-Harihar and Yesvantpur-Hindupur).
15,62	11,14	46	1,85	29,07	Porbandar State (Gondal).
1,00,64	21,96	5,32	1,74	1,29,66	Mewar State.
9,34	*Nil*	1,19	*Nil*	10,53	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
16,21	3,96	2,10	2,03	24,30	Cutch State.
11,68	4,43	51	*Nil*	16,62	Dholpur State.*
2,24,60	53,20	20,92	8,58	3,07,30	Gaekwar's Baroda State.
14,60	12,38	1,50	*Nil*	28,48	Kolar District (Mysore).
1,01,92	15,84	6,10	*Nil*	1,23,86	Scindia State (Gwalior Light).
5,92	3,15	76	*Nil*	‡9,83	Tarikere-Narasimharajapuram Tramway (Mysore).
33,35,64	10,78,56	2,13,14	1,35,51	47,62,85	Total (*a*).
					(*b*) Lines under construction.
47	*Nil*	*Nil*	*Nil*	47	Sadulpur to Rewari (Bikaner State).
9,42	*Nil*	76	*Nil*	10,18	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
2,30	*Nil*	19	*Nil*	2,49	Sanganer Deoli (Jaipur) (including Jaipur-Sheodaspura realignment).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
13,06	*Nil*	1,02	*Nil*	14,08	Total (*b*).
33,48,70	10,78,56	2,14,16	1,35,51	47,76,93	Total (*y*) [(*a*)+(*b*)].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ Excludes the outlay on Tadasa Hebbe Tramway.

2. (b)-Statement of Capital Outlay to end of the year

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Open Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5' 6"	—1	Nil	Nil	Nil	—1
Bhopal Itarsi* (G. I. P.)	,,	Nil	Nil	Nil	Nil	Nil
Bhopal Ujjain (G. I. P.)	,,	1	Nil	Nil	Nil	1
Bina-Goona-Baran (G. I. P.)	,,	Nil	Nil	Nil	Nil	Nil
Jammu and Kashmir (Indian State section) (N. W.)	,,	1	Nil	Nil	Nil	1
Jind-Panipat (Indian State section) (N. W.)	,,	2	Nil	Nil	Nil	2
Khanpur-Chachran (N. W.)	,,	Nil	Nil	Nil	Nil	Nil
Kolar Gold Fields (M. & S. M.)	,,	—7	Nil	Nil	Nil	—7
Ludhiana-Dhuri-Jakhal (N. W.)	,,	5	Nil	Nil	Nil	5
Nagda-Ujjain (B., B. & C. I.)	,,	Nil	Nil	Nil	Nil	Nil
Petlad-Cambay (Anand-Tarapur section) (B., B. & C. I.)	,,	Nil	Nil	Nil	Nil	Nil
Petlad-Cambay (Tarapur-Cambay section) (B., B. & C. I.)	,,	Nil	Nil	Nil	Nil	Nil
Rajpura-Bhatinda (N. W.)	,,	11	Nil	Nil	Nil	11
Shoranur-Cochin (including Idappalli Ernakulam Extension) (S. I.)	,,	—4	Nil	Nil	Nil	—4
Sirhind Rupar (N. W.)‡	,,	Nil	Nil	Nil	Nil	Nil
Cooch Behar State (E. B.)	3' 3¾"	3	Nil	Nil	Nil	3
Dhrangadhra (B., B. & C. I.)†	,,	Nil	Nil	Nil	Nil	Nil
Jamnagar §(Jamnagar-Dwarka)	,,	14	17	3	Nil	34
Kolhapur State (M. & S. M.)	,,	Nil	Nil	Nil	Nil	Nil
Okhamandal (Jamnagar-Dwarka)	,,	69	1,87	Nil	Nil	2,56
Palanpur State (B., B. & C. I.)	,,	7	Nil	Nil	Nil	7
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.)	,,	7	Nil	Nil	Nil	7
Sangli State (M. & S. M.)	,,	Nil	Nil	Nil	Nil	Nil
Piplod Devgad Baria (B., B. & C. I.)	2' 6"	Nil	2	Nil	Nil	2
Rajpipla State (B., B. & C. I.)†	,,	Nil	7	Nil	Nil	7
Total (a)	..	1,08	2,13	3	Nil	3,24
(b) Lines Under Construction.						
Jam—Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar).	3' 3¾"	Nil	Nil	Nil	1,88	1,88
Total (b)	..	Nil	Nil	Nil	1,88	1,88
Total (10) [(a) + (b)]	..	1,08	2,13	3	1,88	5,12

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† The Durbar has not yet intimated the capital outlay on the Jhagadia Netrang Ry.

‡ Includes expenditure incurred by the Patiala Durbar.

§ Includes figures for Hadmatiya-Ahed Jodiya Railway extensions.

1941-42 of other than State-owned Railways—contd. *(In thousands of rupees.)*

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(a) OPEN LINES.
81,31	*Nil*	12,30	*Nil*	93,61	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.).
59,00	*Nil*	*Nil*	*Nil*	59,00	Bhopal Itarsi* (G. I. P.).
75,09	*Nil*	6,96	*Nil*	82,05	Bhopal Ujjain (G. I. P.).
93,73	18	8,24	*Nil*	1,02,15	Bina-Goona-Baran (G. I. P.).
11,33	*Nil*	60	*Nil*	11,93	Jammu and Kashmir (Indian State section). (N. W.).
15,84	*Nil*	1,73	*Nil*	17,57	Jind-Panipat (Indian State section) (N. W.).
13,49	*Nil*	88	*Nil*	14,37	Khanpur-Chachran (N. W.).
11,71	*Nil*	64	*Nil*	12,35	Kolar Gold Fields (M. & S. M.).
47,74	*Nil*	2,29	*Nil*	50,03	Ludhiana-Dhuri-Jakhal (N. W.).
21,13	*Nil*	1,74	*Nil*	22,87	Nagda-Ujjain (B., B. & C. I.).
13,68	*Nil*	83	10	14,61	Petlad-Cambay (Ad. T'pur sec.) (B., B. & C. I.).
9,12	*Nil*	33	*Nil*	9,45	Petlad-Cambay (T'pur-Caby. sec.) (B., B. & C. I.).
78,72	*Nil*	2,71	*Nil*	81,43	Rajpura-Bhatinda (N. W.).
1,01,92	63	12,31	15	1,15,01	Shoranur-Cochin (S. I.).
29,55	*Nil*	2,08	*Nil*	31,63	Sirhind Rupar (N. W.).
19,92	1,07	96	*Nil*	21,95	Cooch Behar State (E. B.).
14,40	4	67	*Nil*	15,11	Dhrangadhra (B., B. & C. I.).‖
40,35	17,64	1,19	2,00	61,18	Jamnagar (Jamnagar-Dwarka).
22,49	*Nil*	1,21	*Nil*	23,70	Kolhapur State (M. & S. M.).
25,97	19,17	2,23	1,00	48,37	Okhamandal (Jamnagar-Dwarka).
5,88	*Nil*	15	*Nil*	6,03	Palanpur State (B., B. & C. I.).
60,17	5,78	7,58	*Nil*	73,53	Quilon-Trivandrum Extension (Travancore Rly.) (S. I.).
1,89	*Nil*	10	*Nil*	2,08	Sangli State (M. & S. M.).
5,79	3,53	47	*Nil*	9,79	Piplod Devgad Baria (B., B. & C. I.).
14,80	3,70	1,20	*Nil*	19,70	Rajpipla State (B., B. & C. I.).
8,66,11	51,74	69,40	3,25	9,90,50	Total (a).
					(b) LINES UNDER CONSTRUCTION.
11	*Nil*	*Nil*	3,35	3,46	Jam-Wanthali Kalavad and Rajkot-Atkot-Jasdan Extensions (Jamnagar).
11	*Nil*	*Nil*	3,35	3,46	Total (b).
8,66,22	51,74	69,40	6,60	9,93,96	TOTAL (16) [(a) + (b)].

‖ The line has been taken over by the Morvi Railway for working from 1st January 1942.

2. (b)—*Statement of Capital Outlay to end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINES						
Open Lines.						
Bangalore-Chick Ballapur Light (Mysore)	2′ 6″	1	*Nil*	*Nil*	*Nil*	1
Total (11)	--	1	*Nil*	*Nil*	*Nil*	1
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal (S. I.)	3′ 3¾″	—2	*Nil*	*Nil*	*Nil*	—2
Pondicherry (S. I.)	"	1	*Nil*	*Nil*	*Nil*	1
West of India Portuguese (M. & S. M.)	"	‡—1	--	--	--	‡—1
Total (12)	--	—2	*Nil*	*Nil*	*Nil*	—2
13. Total (1) to (12)	--	32,80	—11,71	2,05	23,55	46,69
14. Miscellaneous	--	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total	--	32,80	—11,71	2,05	23,55	46,69

‡ Represents total figure, the details not being available.

1941-42 of other than State-owned Railways—concld. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,57	6,39	1,76	*Nil*	16,72	Bangalore-Chick Ballapur Light (Mysore).
8,57	6,39	1,76	*Nil*	16,72	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,84	*Nil*	37	*Nil*	6,21	Pondicherry (S. I.).
‡2,31,29	..	..	..	‡2,31,29	West of India Portuguese (M. & S. M.).
2,43,26	*Nil*	1,51	*Nil*	2,44,77	TOTAL (12).
68,43,72	17,56,58	5,31,22	1,63,52	93,24,04	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	**14. Miscellaneous.**
68,51,95	17,56,58	5,31,86	1,63,52	93,32,91	**15. Grand Total.**

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railway Rs. 8,87,000.

‡ Represents the total figure, details not being available.

3.—Statement of Gross Revenue Receipts, Working Expenses and Net

Class and Name of Railway.	Gross Revenue Receipts. For the system including worked lines.			Working For the		
	Earnings.	Suspense.	Gross Receipts Total (Cols. 2 and 3).	Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
	2	3	4	5	6	7
State Lines worked by the State.						
Bengal and Assam (A. B.)	2,64,91	—24,34	2,40,57	1,33,46	2,16	41,60
Bengal-Assam (E. B.)†	7,53,16	—1,00	7,52,16	4,53,25	90,93	89,83
Bombay, Baroda and Central India	16,28,45	3,24	16,31,69	6,97,18	43,36	1,24,40
East Indian	27,23,67	—10,28	27,13,39	12,97,25	1,34,34	2,50,88
Great Indian Peninsula	22,03,74	—1,65	22,02,09	9,33,23	43,60	1,88,18
North Western	23,02,11	—9,41	22,92,70	11,14,88	1,21,26	2,46,53
Total	98,76,04	—43,44	98,32,60	46,29,25	4,35,65	9,41,42
State Lines worked by Companies or by Indian States.						
Bengal-Nagpur	13,42,19	7,90	13,50,09	6,40,60	43,46	1,31,50
Bezwada Extension and Dhone Kurnool	16,09	..	16,09	7,45	2	77
Jodhpur-Hyderabad (British Section)	55,61	19,77	75,38	25,89	97	2,23
Lucknow-Bareilly (R. & K.)	93,20	4,12	97,32	37,57	3,05	4,49
Madras and Southern Mahratta	9,87,01	—3,15	9,83,86	4,20,61	36,66	89,60
South Indian	7,25,76	80	7,26,56	3,29,67	12,03	77,73
Tirhoot (B. & N. W.)	4,38,39	—2,72	4,35,67	1,66,42	3,43	17,47
Railway Clearing Accounts	..	..	..	..	..	..
Railway Board Accounts	..	..	..	14	..	..
Contribution to Depreciation Reserve Fund (Miscellaneous.)	..	..	..	..	..	2,79
Total	36,58,25	26,72	36,84,97	16,34,35	99,62	3,26,57
Grand Total	1,35,34,29	—16,72	*1,35,17,57	62,63,60	5,35,27	12,67,99

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 4 above	1,35,17,57
Add—Miscellaneous Railway Receipts	2,42,14
Government share of surplus profits from the subsidized companies, etc.	10,30
Total Receipts ..	1,37,70,01

† Includes figures of Bengal Dooars Railway after its purchase by the Government of India on the 1st January 1941.

Revenue Receipts of State-owned Railways for the year 1941-42. (*In thousands of rupees.*)

Expenses.					Net Revenue Receipts of State-owned Railways (Cols. 4—11—12).	Percentage of Ordinary Working Expenses on Earnings. $\left(\frac{\text{(Col. 5)} \times 100}{\text{Col. 2}}\right)$	Class and Name of Railway.
system including worked lines.		Deduct Expenditure met from Depreciation Reserve Fund for the system.	Net Working Expenses (Cols. 5—10).	Payment to Worked Lines.			
Suspense.	Total (Cols. 5 to 8).						
8	9	10	11	12	13	14	15
							STATE LINES WORKED BY THE STATE.
14,59	1,91,81	2,10	1,89,65	7,50	43,42	50·38	Bengal & Assam (A. B.)
11,90	6,45,91	90,93	5,54,98	8,38	1,88,80	60·18	Bengal & Assam (E. B.)
8,72	8,73,66	43,36	8,30,30	37,98	7,63,41	42·81	Bombay, Baroda and Central India.
31,67	17,14,14	1,34,34	15,79,80	..	11,33,59	47·63	East Indian.
—2,51	11,62,50	43,60	11,18,90	43,91	10,39,23	42·35	Great Indian Peninsula.
—4,70	14,77,97	1,21,26	13,56,71	30,34	(a)9,05,65	48·43	North Western.
59,67	60,65,99	4,35,65	56,30,34	1,28,11	40,74,15	46·87	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
9,46	8,25,02	43,46	7,81,56	1,02	5,67,51	47·73	Bengal-Nagpur.
..	8,24	2	8,22	..	7,87	46·33	Bezwada Extension and Dhone Kurnool.
2	29,11	97	28,14	1,55	45,69	46·57	Jodhpur-Hyderabad (British Section).
59	45,70	3,05	42,65	25,12	29,55	40·31	Lucknow-Bareilly (R. & K.).
14,44	5,67,31	36,66	5,30,65	13,02	4,40,19	43·22	Madras and Southern Mahratta.
82	4,20,24	12,03	4,08,21	13,68	3,04,67	45·42	South Indian
5,02	1,92,34	3,43	1,88,91	1,55,42	91,34	37·96	Tirhoot (B. & N. W.).
32	32	..	32	..	—32	..	Railway Clearing Accounts.
..	14	..	14	..	—14	..	Railway Board Accounts.
..	2,79	..	2,79	..	—2,79	..	Contribution to Depreciation Reserve Fund (*Miscellaneous*).
30,67	20,91,21	99,62	19,91,59	2,09,81	14,83,57	44·68	Total.
90,34	81,57,20	5,35,27	*76,21,93	3,37,92	55,57,72	46·28	GRAND TOTAL.

	Receipts.	Working expenses.	Payment to worked lines.	Net Receipts.
(a) N. W. Railway, Commercial	20,86,95	11,41 05	39,34	9,12,56
N. W. Railway, Military	2,05,75	2,12,66	0 ..	—6,91
Total	22,92,70	13,50,71	30,34	9,05,65

* The total Expenditure on Railways for the year is :—

	Rs.
Working expenses as per column 11 above	76,21,93
Payment to Worked Lines	3,37,92
Add —Miscellaneous Railway Expenditure	65,00
Surplus profits paid to companies	92,88
Interest charges as per Statement 4	28,44,34
Total Expenditure	1,09,62,07

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1941-42.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt and annuities	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central, State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Bengal & Assam (A. B.)	..	45,000	..	45,000	45,000	6,02	90,48	..	96,50
2. Bengal & Assam (E.B.)	41,534	—(c)284	..	—284	41,250	5,52	1,80,12	11,29	1,96,93
3. Bombay, Baroda and Central India.	388,851	60,000	34,998	94,998	483,849	65,28	1,97,82	7,50	2,70,60
4. East Indian	1,112,730	..	..	..	1,112,730	1,48,75	3,16,97	1,08,97	5,74,69
5. Great Indian Peninsula	349,814	..	..	..	349,814	46,76	2,62,35	84,90	3,94,01
6. North Western (Commercial)	95,165	..	..	..	95,165	12,72	3,78,45	36,37	4,27,54
7. North Western (Military)	..	..	..	..	..	..	1,26,27	..	1,26,27
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	6,60	..	6,60
9. Total	1,988,094	104,716	34,998	139,714	2,127,808	2,85,05	15,59,06	2,49,03	20,93,14
State Lines worked by Companies or by Indian States.									
10. Bengal-Nagpur	..	105,000	80,000	185,000	185,000	24,67	2,87,47	..	3,12,14
11. Bezwada and Dhone Kurnool.	..	..	..	..	..	..	1,77	..	1,77
12. Jodhpur (British Section)	..	..	..	..	..	..	5,34	..	5,34
13. Lucknow-Bareilly (R. & K.)	..	..	(a) 18,880	18,880	18,880	2,16	7,53	..	9,69
14. Madras and Southern Mahratta.	31,583	175,000	..	175,000	206,583	27,54	1,47,12	44,12	2,18,78
15. South Indian	148,053	35,000	92,730	127,730	275,783	36,77	1,27,13	..	1,63,90
16. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	28,85	..	39,56
17. Total	179,636	315,000	271,936	586,936	766,572	1,01,85	6,05,21	44,12	7,51 18
Miscellaneous Items									
18. Miscellaneous items.	—	..	..	—	..	(b) 27	11	..	38
Deduct :—									
19. Interest during construction charged to Capital of the Bengal Nagpur Railway.	..	..	..	..	..	..	..	..	..
20. Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	—36	..	—36
21. Total	..	..	..	..	..	27	—25	..	2
22. **Grand Total**	2,167,730	419,716	306,934	726,650	2,894,380	3,87,17	21,64,02	2,93,15	28,44,34

(a) Represents interest on the State share of joint debenture stock.
(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company worked Railways.
(c) Relates to the Bengal Dooars Railway.

5.—*Statement of* $\frac{\text{Capital at Charge}}{\text{Capital outlay}}$†, *Revenue Earnings and Expenses for the years 1940-41 and 1941-42.*

(In thousands of rupees.)

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *OTHER THAN* State-managed railways (Class I) included actual expenditure on 'Replacement and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to depreciation Reserve Fund' instead.

NOTE II.—"Credits for released materials" previously accounted for under "Earnings" are booked under Depreciation Reserve Fund from 1936-37.

NOTE III.—Upto 1931-32 sterling liabilities involved in the purchase of Railways were converted into rupees at the statutory rate of exchange, but in the years 1932-33 to 1934-35 they were converted at the rates of exchange prevailing in the years when the liabilities came into being. From 1935-36 they have again been converted at the statutory rate of 1*s.* 6*d.* to the rupee.

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1.	2	3	4	5	6	7	8	9	10.
			Rs.	Rs.	Rs.	Rs.			
CLASS I.									
Assam-Bengal	3′ 3¼″	*1940-41*	*26,62,11*	**2,23,22	*1,65,52*	*57,70*	*74·15*	*2·17*	
		1941-42	26,22,43	‡‡2,44,91	1,75,06	69,85	66·07	3·42	
Bengal and North-Western	3′ 3¼″	*1940-41*	*23,04,37*	*4,13,34*	*1,93,33*	*2,20,51*	*46·72*	*9·57*	
		1941-42	23,13,36	4,38,39	1,96,07	2,42,32	44·73	10·47	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1940-41*	*79,02,29*	*12,09,02*	*7,42,34*	*4,66,68*	*61·40*	*5·91*	
		1941-42	79,46,23	13,42,18	7,72,10	5,70,08	57·53	7·17	
Bikaner State	3′ 3¼″	*1940-41*	¶	¶	¶	¶	¶	¶	
		1941-42	4,33,55	58,50	32,92	25,58	56,28	5,97	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3¼″ and 2′ 6″	*1940-41*	*77,53,46*	*14,80,63*	*7,63,39*	*7,17,24*	*51·56*	*9·26*	
		1941-42 (b)	77,28,43	16,28,46	8,21,58	8,06,88	50·45	10·44	
Eastern Bengal	5′ 6″, 3′ 3¼″ and 2′ 6″	*1940-41* ††	*53,52,10*	*6,88,85*	*5,09,79*	*1,79,06*	*74·01*	*3·35*	
		1941-42	54,88,29	7,53,15	5,43,06	2,10,09	72·10	3·83	
East Indian	5′ 6″	*1940-41*	*1,50,52,97*	*24,41,74*	*13,49,22*	*10,92,52*	*55·26*	*7·26*	
		1941-42	1,48,51,91	27,23,67	15,48,14	11,75,53	56·84	7·92	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1940-41*	*1,16,49,57*	*17,46,55*	*9,35,32*	*8,11,23*	*53·55*	*6·96*	
		1941-42	1,16,22,01	22,03,74	11,21,41	10,82,33	50·89	9·31	
Jodhpur	3′ 3¼″	*1940-41*	*6,59,01*	*1,80,76*	*71,38*	*79,38*	*47·35*	*12·04*	
		1941-42	6,44,85	1,70,70	75,05	95,65	43·97	14·83	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3¼″	*1940-41*	*(a)56,44,97*	*‖8,43,97*	*‖4,88,02*	*‖3,55,95*	*‖57·80*	*‖6·31*	(a) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1941-42	(a)56,03,83	‖9,92,64	‖5,20,59	‖4,72,05	‖52·50	‖8·42	
Mysore State	3′ 3¼″, 2′ 6″ and 2′ 0″	*1940-41*	*6,62,55*	*92,05*	*56,34*	*35,21*	*61·75*	*5·32*	
		1941-42	6,71,42	1,05,12	68,81	34,31	66·73	5·11	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Includes Harbour receipts and expenditure.

** Excludes 10 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

‡‡ Excludes 6 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† Exclusive of Bengal Dooars Railway: purchased by the Government of India on 1st January 1941 and amalgamated with Eastern Bengal Railway.

¶ Shown under class II Railway.

(b) Includes capital outlay of Dhrangadhra Railway (15,11 thousands) made over for working to the Morvi Railway from 1-1-42 and also the earnings (1,92 thousands), expenses (96 thousands) and net earning (96 thousands) for 9 months only.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1940-41 and 1941-42* —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols 5—6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS I—*concld.*									
Nizam's State	5′ 6″	*1940-41*	*15,55,38*	*1,77,38*	*74,23*	*1,03,15*	*41·85*	*9·31*	
		1941-42	15,79,98	2,13,15	83,94	1,29,21	39·38	11·25	
	3′ 3¼″	*1940-41*	**	*96,26*	*54,65*	*41,61*	*56·77*	**	
		1941-42	**	1,07,24	58,60	48,64	54·64	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1940-41*	*1,18,65,39*	*17,93,63*	*10,40,32*	*7,53,31*	*58·00*	*6·35*	
		1941-42	1,17,46,80	20,96,36	11,48,73	9,47,63	54·80	8·07	
North Western (Military)	5′ 6″, and 2′ 6″	*1940-41*	*33,77,14*	*1,73,28*	*1,97,53*	*—24,25*	*114·11*	*—0·72*	
		1941-42	33,73,82	2,05,75	2,12,67	— 6,92	103·36	—0·20	
North Western (Total)	..	*1940-41*	*1,52,42,53*	*19,66,91*	*12,37,85*	*7,29,06*	*62·93*	*4·78*	
		1941-42	1,51,20,62	23,02,11	13,61,40	9,40,71	59·14	6·22	
Rohilkund and Kumaon	3′ 3¼″	*1940-41*	*4,78,45*	*93,96*	*43,52*	*50,44*	*46·32*	*10·54*	
		1941-42	4,80,21	93,20	45,26	47,94	48·57	9·98	
South Indian	5′ 6″, 3′ 3¼″ and 2′ 6″	*1940-41*	*49,14,39*	*4,14,55*	*3,84,61*	*2,29,94*	*62·60*	*4·68*	
		1941-42	48,55,21	7,25,77	4,07,40	3,18,37	56·13	6·56	
Total Class I Railways	..	*1940-41*	*8,18,34,15*	*1,22,39,69*	*70,70,01*	*51,69,68*	*57·76*	*6·32*	
		1941-42	8,19,68,38	1,41,20,93	78,31,39	62,89,54	55·46	7·67	
CLASS II.									
Barsi Light	2′ 6″	*1940-41*	*1,85,09*	*22,48*	*10,53*	*11,95*	*46·84*	*6·45*	
		1941-42	1,84,79	22,09	10,96	11,13	49·62	6·02	
Bengal Dooars	3′ 3¼″	*1940-41*	*1,68,44*	*20,11*	*15,54*	*4,57*	*77·29*	*2·71*	
		1941-42 ††	‖	‖	‖	‖	‖	‖	
Bhavnagar State	3′ 3¼″	*1940-41*	*2,58,44*	*31,83*	*19,82*	*12,06*	*62·13*	*4·67*	
		1941-42	2,57,62	33,84	19,73	14,11	58·30	5·48	
Bikaner State	3′ 3¼″	*1940-41*	*4,23,63*	*53,96*	*32,96*	*21,00*	*61·08*	*4·99*	
		1941-42	¶	¶	¶	¶	¶	¶	
Darjeeling Himalayan	2′ 0″	*1940-41*	*1,09,20*	*17,25*	*12,45*	*4,80*	*72·17*	*4·40*	
		1941-42	1,09,77	19,71	13,37	6,34	67·83	5·77	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

†† Purchased by Government on 1-1-41.

¶ Shown under class I Railways.

‖ Included in E. B. Ry. under class I.

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1940-41 and 1941-42 —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings, (Cols. 5-6).	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibru-Sadiya	3' 3½"	*1940-41*	‡‡*1,72,97*	*23,31*	*14,24*	*9,07*	*61·12*	*5·24*	
		1941-42	‡‡1,72,52	26,65	13,93	12,72	52·26	7·38	
Gaekwar's Baroda State	3' 3½"	*1940-41*	*1,86,75*	*26,08*	*14,72*	*11,36*	*56·43*	*6·08*	
		1941-42	1,87,03	27,15	15,65	11,50	57·66	6·15	
	2' 6"	*1940-41*	*3,16,88*	*26,53*	*17,11*	*9,42*	*64·50*	*2·97*	
		1941-42	3,17,83	29,22	17,84	11,38	61·05	3·58	
Gondal	3' 3½"	*1940-41*	*1,75,91*	*25,89*	*11,61*	*14,28*	*44·84*	*8·12*	
		1941-42	1,75,25	25,71	12,26	13,45	47·68	7·67	
Jaipur State	3' 3½"	*1940-41*	*1,30,92*	*16,32*	*10,05*	*6,77*	*59·75*	*5·17*	
		1941-42	1,35,68	17,99	8,03	9,96	44·62	7·34	
Jamnagar Dwarka	3' 3½"	*1940-41*	*1,78,70*	*18,02*	*10,02*	*8,00*	*55·61*	*4·48*	
		1941-42	1,83,48	20,98	9,98	11,00	47·57	6·00	
Junagad State	3' 3½"	*1940-41*	*1,66,10*	*16,92*	*11,49*	*5,43*	*67·90*	*3·27*	
		1941-42	1,63,08	16,94	11,46	5,48	67·66	3·36	
Morvi	3' 3½"	*1940-41*	*1,24,47*	*24,94*	*14,18*	*10,76*	*56·84*	*8·65*	
		¶1941-42	1,21,38	27,40	10,02	17,38	36·49	13·92	
Shahdara (Delhi)-Saharanpur Light.	2' 6"	*1940-41*	*51,50*	*12,35*	*5,36*	*6,99*	*43·38*	*13·57*	
		1941-42	51,87	12,93	7,12	5,81	55·07	11·20	
Total Class II Railways		*1940-41*	*28,49,00*	*3,36,54*	*2,00,03*	*1,36,45*	*59·45*	*5·15*	
		1941-42	20,60,30	2,80,61	1,50,35	1,30,26	53·58	6·32	
CLASS III.									
Ahmadpur Katwa	2' 6"	*1940-41*	*21,18*	*1,12*	*1,14*	*—2*	*101·59*	*—0·09*	
		1941-42	20,95	1,23	1,34	—11	103·63	—0·51	

* † ‡ § For explanations see footnotes on opposite page.

‡‡ Excludes Rs. 1,50,000 (£10,000) representing the estimated cost of Stores, etc., for the purpose of arriving at the amount of Government Subsidy due to Dibru-Sadiya Railway in the years when a subsidy was payable.

¶ Excludes capital outlay of Dhrangadhra Railway (Rs. 15,11 thousands) taken over for working from B., B. & C. I. Railway on 1st January 1942, but includes earnings (79 thousand), expenses (31 thousands) and net earnings (48 thousands) for three months only. Columns 8 and 9 have been, however, worked out without the earnings and expenses of the Dhrangadhra Railway.

5.—Statement of Capital at Charge* / Capital outlay†, Revenue Earnings and Expenses for the years 1940-41 and 1941-42 —contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram Light	2′ 6″	*1940-41*	*25,85*	*4,55*	*2,84*	*1,71*	*62·52*	*6·59*	
		1941-42	26,57	5,16	3,30	1,86	64·02	6·98	
Bankura Damoodar River	2′ 6″	*1940-41*	*40,22*	*1,29*	*1,52*	*—23*	*118·00*	*—0·57*	
		1941-42	40,36	1,50	1,69	—19	112·93	—0·48	
Bagasat-Basirhat Light	2′ 6″	*1940-41*	*26,75*	*4,57*	*4,28*	*29*	*93·62*	*—1·08*	
		1941-42	26,96	4,84	4,49	35	92·68	1·31	
Bengal Provincial	2′ 6″	*1940-41*	*15,08*	*1,06*	*97*	*9*	*91·56*	*0·73*	
		1941-42	15,11	1,18	93	25	78·88	1·65	
Bukhtiarpur-Biher Light	2′ 6″	*1940-41*	*16,52*	*2,39*	*2,21*	*18*	*92·67*	*1·06*	
		1941-42	16,59	2,74	1,95	79	71·07	4·77	
Burdwan-Katwa	2′ 6″	*1940-41*	*20,47*	*1,34*	*1,38*	*—4*	*102·63*	*—0·17*	
		1941-42	20,54	1,64	1,35	29	82·53	1·39	
Gutch State	2′ 6″	*1940-41*	*24,22*	*3,81*	*2,68*	*1,13*	*70·39*	*4·66*	
		1941-42	24,30	3,26	2,22	1,04	68·12	4·27	
Dehri-Rohtas Light	2′ 6″	*1940-41*	*11,45*	*1,41*	*1,36*	*5*	*96·73*	*0·40*	
		1941-42	11,21	2,56	1,61	95	62·89	8·47	
Dholpur State	2′ 6″	*1940-41*	*17,55*	*1,87*	*1,00*	*87*	*53·70*	*4·93*	
		1941-42	17,56	1,82	1,09	73	60·00	4·14	
Futwah-Islampur	2′ 6″	*1940-41*	*19,78*	*1,16*	*1,12*	*4*	*96·30*	*0·21*	
		1941-42	19,54	1,19	1,09	10	91·91	0·49	
Scindia State (Gwalior Light)	2′ 0″	*1940-41*	*1,22,91*	*9,44*	*6,16*	*3,28*	*65·25*	*2·67*	
		1941-42	1,23,86	11,36	6,89	4,47	60·65	3·61	
Howrah Amta Light	2′ 0″	*1940-41*	*31,33*	*8,99*	*6,28*	*2,62*	*70·50*	*8·24*	
		1941-42	37,48	10,31	6,78	3,53	65·74	9·42	
Howrah-Sheakhala Light	2′ 0″	*1940-41*	*9,28*	*1,97*	*1,63*	*34*	*82·60*	*3·69*	
		1941-42	9,22	2,24	1,73	51	77·34	5·49	
Jagadhri Light	2′ 0″	*1940-41*	*1,12*	*16*	*14*	*2*	*87·32*	*1·86*	
		1941-42	1,12	16	25	—9	157·32	—8·07	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* Capital at Charge* / Capital outlay†, *Revenue Earnings and Expenses for the years 1940-41 and 1941-42*

—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jorhat	2′ 0″	*1940-41*	*13,22*	*96*	*1,24*	*—28*	*129·43*	*—2·12*	
		1941-42	13,22	1,00	1,04	—4	103·87	—0·30	
Kalighat-Falta	2′ 6″	*1940-41*	*24,45*	*1,64*	*1,61*	*3*	*98·23*	*0·12*	
		1941-42	24,43	2,14	2,21	—7	103·03	—0·27	
Matheran (Hill) Light	2′ 0″	*1940-41*	*12,44*	*1,12*	*84*	*28*	*75·00*	*2·25*	
		1941-42	12,44	1,38	98	40	71·00	3·21	
Mewar State	3′ 3½″	*1940-41*	*1,30,24*	*9,52*	*6,08*	*3,51*	*63·42*	*2·69*	
		1941-42	1,20,66	10,23	5,50	4,73	53·75	3·65	
Tezpore-Balipara Light	2′ 6″	*1940-41*	*4,87*	*1,74*	*1,32*	*42*	*75·97*	*8·61*	
		1941-42 (c)	4,87	1,74	1,32	42	75·97	8.61	
Total Class III Railways	..	*1940-41*	*5,89,43*	*60,09*	*45,80*	*14,29*	*76·22*	*2·42*	
		1941-42	5,95,99	67,68	47,76	19,92	70·57	3·34	
Other items not included in the preceding heads (*a*).	..	*1940-41*	*5,05,59*	..	*2,88*	*—2,88*	..	..	
		1941-42	1,80,84	..	2,94	—2,94	..	..	
Grand Total	..	*1940-41*	*3,53,78,17* (*b*)	*1,26,36,32*	*73,18,77*	*53,17,55*	*57·92*	*6·23*	
		1941-42	8,48,05,51	1,44,68,22	80,32,44	64,36,78	55·51	7·59	

* † ‡ § For explanations see footnotes on opposite page.

(*a*) The details for the last year are given in the Report for that year and those for the current year are as follows (in thousands of rupees):—

	Capital at charge.
Coal Department	1,63,28
Railway Board Accounts' account current (Exchange)	17,56
Total	1,80,8

Gross Earnings.

Nil

	Working Expenses.
2,79	Contribution to Depreciation Reserve Fund (Miscellaneous).
14	Railway Boards Accounts.
1	Due to rounding off.
2,94	

	1940-41.	1941-42.
(*b*) State-owned	7,60,92,87	7,54,72,60
Other than State-owned ..	92,86,30	93,32,91
	8,53,78,17	8,48,05,51

(*c*) As the railway did not supply the information, the figures as in 1940-41 have been adopted.

6.—*Details of Gross Earnings of each Railway System for the years 1940-41 and 1941-42.*

(In thousands of rupees.)

NOTE.—"Credits for released materials" previously accounted for under "Earnings" in the case of class I Railways, are booked under "Depreciation Reserve Fund" from 1936-37.

Railway System	Gauge	Year	Coaching earnings. Earnings from passengers carried.	Coaching earnings. Other coaching earnings.	Coaching earnings. Total coaching earnings.	Goods earnings. Earnings from goods carried.	Goods earnings. Other goods earnings.	Goods earnings. Total goods earnings.	Miscellaneous earnings. Electric telegraph earnings.	Miscellaneous earnings. Other miscellaneous earnings.	Total gross earnings.
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I.											
Assam Bengal	3′ 3¾″	*1940-41*	*81,13*	*9,95*	*91,08*	*1,28,24*	*—90*	*1,27,34*	*16*	*4,64*	*2,23,23*
		1941-42	¶1,11,73	12,55	¶1,24,28	1,29,76	3,93	1,33,69	13	6,81	2,64,91
Bengal and North-Western	3′ 3¾″	*1940-41*	*1,66,43*	*15,23*	**1,74,70*	*2,44,45*	*95*	**2,26,37*	*23*	*12,54*	**4,13,84*
		1941-42	1,73,02	16,79	*1,81 35	2,64,60	1,17	*2,41,60	21	15,23	*4,38,39
	5′ 6″	*1940-41*	*1,65,94*	*45,20*	*2,11,14*	*9,42,94*	*4,41*	*9,47,35*	*24*	*13,39*	*11,72,12*
		1941-42	1,80,49	72,10	2,52,59	10,16,64	8,78	10,25,42	9	21,39	12,99,49
Bengal-Nagpur	2′ 6″	*1940-41*	*13,67*	*1,50*	*15,17*	*21,50*	*44*	*21,44*	*5*	*24*	*36,90*
		1941-42	15,26	2,70	17,96	23,64	77	24,41	6	26	42,69
Bikaner State	3′ 3¾″	*1940-41*	††	††	††	††	††	††	††	††	††
		1941-42	24,70	2,48	27,18	30,55	10	30,65	18	49	58,50
	5′ 6″	*1940-41*	*2,43,64*	*73,48*	*3,17,02*	*5,10,28*	*—2,35*	*5,07,93*	*27*	*14,17*	*8,39,39*
		1941-42	2,60,41	1,04,01	3,64,42	5,90,05	1,41	5,91,46	31	20,09	9,76,28
Bombay, Baroda and Central India.	3′ 3¾″	*1940-41*	*1,91,37*	*22,55*	*2,13,92*	*4,04,89*	*1,08*	*4,05,97*	*28*	*9,13*	*6,29,30*
		1941-42	2,04,45	26,46	2,30,91	3,89,00	1,65	3,90,65	32	18,02	6,39,90
	2′ 6″	*1940-41*	*5,68*	*31*	*5,99*	*5,82*	*1*	*5,83*	*2*	*10*	*11,94*
		1941-42	4,98	34	5,32	6,83	1	6,84	2	10	12,28
	5′ 6″	*1940-41*	*1,40,39*	*30,07*	*1 70,46*	*2,28.03*	*—48*	*2,27,55*	*12*	*25,42*	*4,23,55*
		1941-42	1 60,90	31,30	1,92,20	2,27,82	1,26	2,29,08	7	40,00	4,61,35
Eastern Bengal	3′ 3¾″	†*1940-41*	*89,29*	*9,18*	*98,47*	*1,56,12*	*59*	*1,56,71*	*15*	*9,97*	*2,65,30*
	and 2′ 6″	1941-42	97,06	9,53	1,06,59	1,74,54	1,04	1,75,58	15	9,48	2,91,80
	5′ 6″	*1940-41*	*5,81,43*	*1,01,39*	*6,82,82*	*16,99,20*	*3,92*	*17,03,12*	*64*	*55,16*	*24,41,74*
East Indian		1941-42	6,55,12	1,59,03	8,14,15	18,39,54	7,42	18,46,96	61	61,95	27,23,67
	5′ 6″	*1940-41*	*4,65,89*	*1,91,77*	*5,77,66*	*11,19,26*	*5,83*	*11,25,09*	*71*	*33,53*	*17,36,99*
Great Indian Peninsula		1941-42	4,75,56	3,04,59	7,80,09	13,54,03	8,71	13,62,74	94	51,31	21,95,08
	2′ 6″	*1940-41*	*3,58*	*25*	*3,83*	*5,61*	*3*	*5,64*	..	*9*	*9,56*
		1941-42	3,55	28	3,83	4,58	14	4,72	1	10	8,66
Jodhpur	3′ 3¾″	*1940-41*	*47,18*	*7,45*	*54,63*	*90,70*	*32*	*91,02*	*18*	*4,93*	*1,50,76*
		1941-42	53,35	8,67	62.02	1,01,97	24	1,02,21	17	6,30	1,70,70
	5′ 6″	*1940-41*	*1,34,16*	*41,83*	*1,75,99*	*3,47,49*	*1,53*	*3,49,07*	*8*	*8,33*	*5,33,52*
Madras and Southern Mahratta.		1941-42	1,66,56	55,38	2,21,94	3,94,96	1,75	3,96,71	16	13,37	6,32,18
	3′ 3¾″	*1940-41*	*85,86*	*13,45*	*99,31*	*‡2,05,65*	*70*	*‡2,06,35*	*13*	*4,66*	*‡ 3,10,45*
		1941-42	1,04,86	16,05	1,20,91	‡2,32,39	1,28	‡2,33,67	13	5,75	‡3,60,46
Mysore State	3′ 3¾″	*1940-41*	*32,29*	*3,65*	*35,94*	*50,42*	*50*	*50,92*	*4*	*1,42*	*88,32*
		1941-42	38,63	4,54	43,17	53,35	74	54,09	3	1,36	98,65
	2′ 6″ and 2′ 0″	*1940-41*	*2,31*	*10*	*2,21*	*1,42*	*2*	*1,49*	..	*3*	*3,73*
		1941-42	2,65	9	2,74	1,69	2	1,71	..	2	4,47
Nizam's State	5′ 6″	*1940-41*	*35,52*	*14,48*	*50,00*	*1,23,58*	*1,04*	*1,24,62*	*30*	*2,46*	*1,77,38*
		1941-42	42,00	22,87	64,87	1,43,66	1,38	1,45,04	26	2,98	2,13,15
	3′ 3¾″	*1940-41*	*32,59*	*4,55*	*37,14*	*56,16*	*1,07*	*57,23*	*15*	*1,74*	*96,26*
		1941-42	35,40	5,08	40,48	63,10	1,46	64,56	14	2,06	1,07,24
North Western (Commercial)	5′ 6″	*1940-41*	§	§	§	*10,75,25*	*14,71*	*10,89,96*	*1,21*	*37,76*	*11,60,69*
		1941-42				11,44,58	15,08	11,59,66	1,38	43,61	20,54,76
	2′ 6″	*1940-41*	§	§	§	*16,72*	*79*	*17,51*	*4*	*53*	*32,24*
		1941-42				23,91	65	24,56	4	23	41,60
North Western (Military)	5′ 6″	*1940-41*	§	§	§	*1,02,61*	*1,25*	*1,03,86*	*19*	*2,26*	*1,63,34*
		1941-42	§	§	§	1,20,21	1,48	1,21,69	22	3,39	1,92,58
	2′ 6″	*1940-41*	§	§	§	*6,01*	*5*	*6,06*	*2*	*39*	*9,44*
		1941-42	§	§	§	7,04	6	7,10	3	8	13,17
North Western (Total)	5′ 6″ and 2′ 6″	*1940-41*	*5,64,67*	*1,42,45*	*7,07,12*	*12,00,59*	*16,50*	*12,17,39*	*1,46*	*40,94*	*19,66,91*
		1941-42	7,19,08	2,21,04	9,40,12	12,95,74	17,27	13,13,01	1,67	47,31	23,02,11
Rohilkhand and Kumaon	3′ 3¾″	*1940-41*	*31,80*	*3,97*	*35,77*	*53,51*	*39*	*53,90*	*5*	*4,24*	*93,96*
		1941-42	31,98	3,98	35,96	52,15	36	52,51	4	4,69	93,20

* Excluding the Cawnpore Burhwal (3′ 3¾″ gauge) link earnings, which as to details, are included with the Bengal and North Western Railway, and totals with the sundry earnings of the E. I. Railway.

‡ Includes Mormugao Harbour earnings.

§ Figures not required.

† Exclusive of Bengal Dooars Railway, purchased by the Government of India and amalgamated with Eastern Bengal Railway from 1st January 1941.

†† Shown under class II Railways.

¶ Includes Rs. 20,69,677 share due to foreign railways which was not apportioned to the respective railways due to late receipt of documents.

6.—Details of Gross Earnings of each Railway System for the years 1940-41 and 1941-42—contd.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Class I—contd.											
South Indian	5' 6"	1940-41	59,19	12,93	72,12	1,46,40	98	1,49,38	3	3,31	2,24,53
		1941-42	71,90	16,30	88,20	1,74,15	1,42	1,75,57	6	3,70	2,67,53
	3' 3½"	1940-41	1,54,11	16,22	1,70,33	2,03,75	1,92	2,05,67	12	11,81	3,87,73
		1941-42	1,84,00	23,02	2,06,02	2,28,90	3,27	2,32,17	15	17,90	4,57,24
	2' 0"	1940-41	84	6	90	1,21	1	1,22	Nil	1	2,13
		†1941-42	37	3	40	59	Nil	59	Nil	1	1,00
Total Class I Railways	..	1940-41	32,43,65	7,62,02	40,05,72	70,43,77	33,35	70,66,60	3,46	2,61,21	1,12,36,99
		1941-42	38,17,98	11,18,21	49,27,79	87,95,23	65,53	88,60,64	3,91	3,50,59	1,41,39,93
Class II.											
Barsi Light	2' 6"	1940-41	9,42	98	10,40	10,61	1,07	11,68	3	37	22,48
		1941-42	8,75	97	9,72	10,95	98	11,93	2	42	22,09
Bengal Duars	3' 3½"	1940-41*	3,41	73	4,14	15,64	5	15,69	1	27	20,11
		1941-42	§	§	§	§	§	§	§	§	§
Bhavnagar State	3' 3½"	1940-41	15,78	1,58	17,36	12,99	10	14,09	3	49	31,57
		1941-42	16,42	1,79	18,21	14,79	11	14,90	11	92	33,84
Bikaner State	3' 3½"	1940-41	20,31	1,99	22,30	30,33	8	30,47	26	53	53,96
		1941-42	†	†	†	†	†	†	†	†	†
Darjeeling-Himalayan	2' 0"	1940-41	2,23	2,22	5,05	11,93	5	11,98	1	23	17,25
		1941-42	3,52	2,45	6,97	13,42	6	13,48	1	25	19,71
Dibru-Sadiya	3' 3½"	1940-41	2,38	57	2,95	18,59	3	18,62	1	73	22,31
		1941-42	4,14	90	5,04	20,97	6	21,03	1	53	26,86
Gaekwar's Baroda State	3' 3½"	1940-41	14,73	92	15,65	9,81	6	9,93	8	44	26,08
		1941-42	15,18	1,04	16,22	10,32	7	10,39	5	49	27,15
	2' 6"	1940-41	11,50	88	12,27	12,67	9	12,76	9	1,41	25,53
		1941-42	11,44	71	12,15	16,31	16	16,47	19	1,50	29,22
Gondal	3' 3½"	1940-41	10,23	1,03	11,26	12,11	5	12,16	16	1,22	24,59
		1941-42	10,64	1,83	12,47	12,08	5	12,13	40	71	25,71
Jaipur State	3' 3½"	1940-41	1,47	65	2,12	7,30	7	7,37	3	30	10,82
		1941-42	2,45	71	10,16	7,40	7	7,47	1	34	17,98
Jamnagar Dwarka	3' 3½"	1940-41	6,52	338	7,01	9,55	1	9,56	4	62	16,62
		1941-42	6,36	78	7,64	12,25	3	12,28	3	1,03	23,98
Junagad State	3' 3½"	1940-41	8,49	46	9,35	7,14	2	7,16	5	46	16,92
		1941-42	8,82	73	8,90	6,90	3	6,93	4	31	16,94
Mavi	3' 3½"	1940-41	10,08	1,73	11,81	12,77	3	12,80	4	29	24,94
		1941-42	11,42	1,81	13,23	13,43	6	13,49	13	80	27,40
Shahdara (Delhi) Saharanpur Light	2' 6"	1940-41	6,16	83	6,59	5,34	—9	5,25	Nil	11	12,25
		1941-42	6,52	27	6,79	6,16	—18	5,98	Nil	16	12,93
Total Class II Railways	..	1940-41	1,31,91	16,15	1,48,06	1,78,60	1,62	1,80,12	71	7,45	3,36,54
		1941-42	1,13,16	14,04	1,27,20	1,43,98	1,50	1,45,48	96	6,97	2,80,61
Class III.											
Ahmadpur-Katwa	2' 6"	1940-41	82	3	85	25	Nil	25	Nil	2	1,12
		1941-42	90	3	93	29	Nil	29	Nil	1	1,23
Arrah-Sasaram	2' 6"	1940-41	3,09	10	3,19	1,33	1	1,34	Nil	2	4,55
		1941-42	3,30	10	3,40	1,74	—2	1,72	Nil	4	5,16
Bankura Damoodar River	2' 6"	1940-41	72	2	74	52	Nil	52	..	3	1,29
		1941-42	91	3	94	53	Nil	53	Nil	3	1,50
Baraset-Basirhat Light	2' 6"	1940-41	3,03	19	3,22	1,33	Nil	1,33	..	2	4,57
		1941-42	3,30	19	3,49	1,32	Nil	1,32	..	3	4,84
Bengal Provincial	2' 6"	1940-41	45	3	68	22	—1	21	..	17	1,06
		1941-42	69	4	73	29	—1	28	..	17	1,18
Bukhtiarpur Bihar Light	2' 6"	1940-41	1,43	9	1,52	86	—1	85	Nil	2	2,39
		1941-42	1,68	8	1,76	93	3	96	Nil	2	2,74

* Purchased by Government on 1.1.41.
‡ Closed for traffic from 31-10-1941.
† Shown under Class I Railways.
§ Amalgamated with E. B. Rly.

6.—*Details of Gross Earnings of each Railway System for the years 1940-41 and 1941-42*—concld.

(In thousands of rupees.)

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings.
			Earnings from passengers carried.	Other coaching earnings.	Total coaching earnings.	Earnings from goods carried.	Other goods earnings.	Total goods earnings.	Electric telegraph earnings.	Other miscellaneous earnings.	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—*concld.*											
Burdwan Katwa	2′ 6″	*1940-41*	*95*	*6*	*1,01*	*27*	*Nil*	*27*	*Nil*	*6*	*1,34*
		1941-42	1,19	5	1,24	32	Nil	32	Nil	8	1,64
Cutch State	2′ 6″	*1940-41*	*1,77*	*61*	*2,38*	*1,16*	*18*	*1,34*	*Nil*	*9*	*3,81*
		1941-42	1,76	57	2,33	73	11	84	Nil	9	3,26
Dehri-Rohtas Light	2′ 6″	*1940-41*	*29*	*2*	*31*	*1,07*	*1*	*1,08*	..	*2*	*1,41*
		1941-42	30	2	32	2,15	3	2,18	..	6	2,56
Dholpur State	2′ 6″	*1940-41*	*78*	*2*	*80*	*1,04*	*Nil*	*1,04*	*Nil*	*3*	*1,87*
		1941-42	56	3	59	1,20	Nil	1,20	1	2	1,82
Futwah-Islampur	2′ 6″	*1940-41*	*89*	*1*	*90*	*25*	..	*25*	*Nil*	*1*	*1,16*
		1941-42	91	2	93	23	..	23	Nil	1	1,19
Scindia State (Gwalior Light)	2′ 0″	*1940-41*	*3,73*	*21*	*3,94*	*5,22*	*5*	*5,27*	*6*	*17*	*9,44*
		1941-42	3,68	26	3,94	7,02	4	7,06	8	28	11,36
Howrah-Amta Light	2′ 0″	*1940-41*	*6,60*	*33*	*6,93*	*1,95*	*Nil*	*1,95*	..	*2*	*8,90*
		1941-42	8,07	36	8,43	1,85	Nil	1,86	..	2	10,31
Howrah-Sheakhala Light	2′ 0″	*1940-41*	*1,17*	*45*	*1,62*	*35*	*Nil*	*35*	*Nil*	..	*1,97*
		1941-42	1,44	48	1,92	32	Nil	32	Nil	..	2,24
Jagadhri Light	2′ 0″	*1940-41*	*7*	..	*7*	*8*	*Nil*	*8*	*Nil*	*1*	*16*
		1941-42	7	..	7	8	Nil	8	†	1	16
Jorhat	2′ 0″	*1940-41*	†	†	†	†	†	†	†	†	*96*
		1941-42	†	†	†	†	†	†	†	†	1,00
Kalighat-Falta	2′ 6″	*1940-41*	*1,29*	*2*	*1,31*	*29*	*Nil*	*29*	*Nil*	*4*	*1,64*
		1941-42	1,79	2	1,81	29	Nil	29	Nil	4	2,14
Matheran (Hill) Light	2′ 0″	*1940-41*	*74*	*17*	*91*	*10*	*Nil*	*10*	*Nil*	*11*	*1,12*
		1941-42	96	16	1,12	13	Nil	13	..	13	1,38
Mewar State	3′ 3⅜″	*1940-41*	*5,10*	*54*	*5,64*	*3,30*	*4*	*3,34*	*Nil*	*11*	*9,59*
		1941-42	5,51	66	6,19	3,78	3	3,81	1	22	10,23
Tezpore-Balipara Light	2′ 6″	*1940-41*	*42*	*13*	*55*	*93*	*Nil*	*93*	*1*	*25*	*1,74*
		1941-42‡	42	13	55	93	Nil	93	1	25	1,74
Total Class III Railways	..	*1940-41*	*33,54*	*3,03*	*36,57*	*21,08*	*27*	*21,29*	*7*	*1,20*	*60,09*
		1941-42	37,44	3,25	40,69	24,14	21	24,35	11	1,53	67,68
GRAND TOTAL	..	*1940-41*	*34,14,11*	*7,81,20*	*41,88,35*	*81,48,29*	*40,75*	*81,70,01*	*6,24*	*2,70,76*	*1,26,36,32*
		1941-42	39,68,55	11,35,56	50,05,59	39,63,35	67,29	90,00,47	6,98	3,59,18	1,44,69,22

† Information not furnished.

‡ As the railway did not supply the information, the figures as in 1940-41 have been adopted.

7.—Details of working Expenses of each Railway system for the years 1940-41 and 1941-1942.

7.—Details of Working Expenses of each Railway

NOTE.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway systems)

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
Class I.										
Assam-Bengal	3′ 3¼″	*1940-41*	*52,78*	*23·64*	*39,84*	*17·85*	*17,27*	*7·73*	*6,97*	*3·12*
		1941-42	58,31	22·00	39,51	14·90	17,22	6·50	6,95	2·62
Bengal and North-Western	3′ 3¼″	*1940-41*	*43,82*	*10·59*	*58,87*	*14·22*	*19,00*	*4·59*	*7,76*	*1·88*
		1941-42	44,24	10·09	55,84	12·74	22,05	5·03	7,65	1·75
Bengal-Nagpur	5′ 6″	*1940-41*	*1,28,32*	*10·95*	*1,93,45*	*16·50*	*1,29,23*	*11·03*	*8,05*	*0·69*
		1941-42	1,27,01	9·77	2,05,08	15·78	1,27,58	9·82	8,41	0·65
	2′ 6″	*1940-41*	*15,81*	*42·84*	*19,72*	*53·45*	*7,45*	*20·18*	..	..
		1941-42	16,68	39·08	19,40	45·43	9,02	21·14	..	..
Bikaner State	3′ 3¼″	*1940-41*	†	†	†	†	†	†	†	†
		1941-42	6,88	11·76	11,77	20,12	3,68	6·29	..	..
Bombay, Baroda and Central India.	5′ 6″	*1940-41*	*71,13*	*8·48*	*1,11,15*	*13·24*	*88,49*	*10·54*	--	--
		1941-42	1,05,10	10·77	1,14,28	11·71	82,05	8·40	--	--
	3′ 3¼″	*1940-41*	*47,57*	*7·56*	*1,11,66*	*17·74*	*51,25*	*8·14*	--	--
		1941-42	73,05	11·42	1,08,47	16·95	52,18	8·15	--	--
	2′ 6″	*1940-41*	*2,41*	*20·17*	*3,41*	*28·55*	*1,21*	*10·14*	--	--
		1941-42	2,76	22·48	3,16	25·70	1,22	9·89	--	--
Eastern Bengal	5′ 6″	*1940-41*	*2,79*	*17·20*	*89,26*	*21·10*	*44,23*	*10·40*	..	--
		1941-42	84,75	18·40	97,31	21·10	45,29	9·82	..	--
	3′ 3¼″	*1940-41§*	*45,05*	*17·10*	*42,20*	*16·00*	*24,29*	*9·21*	*6,36*	*2·41*
		1941-42	50,07	17·30	44,72	15·40	25,19	8·68	6,85	2·36
	2′ 6″	*1940-41*	*27*	*18·70*	*69*	*47·40*	*14*	*9·32*	--	--
		1941-42	34	20·30	74	44·20	15	8·97	..	--
East Indian	5′ 6″	*1940-41*	*2,77,63*	*11·37*	*3,97,72*	*16·29*	*2,11,02*	*8·64*	*2,63*	*0·11*
		1941-42	4,61,80	16·96	3,99,04	14·65	2,15,98	7·93	2,29	0·08
Great Indian Peninsula	5′ 6″	*1940-41*	*1,88,64*	*10·86*	*2,58,56*	*14·88*	*1,19,07*	*6·86*	--	--
		1941-42	2,70,10	12·31	3,07,96	14·03	1,21,61	5·54	--	--
	2′ 6″	*1940-41*	*1,30*	*13·65*	*2,36*	*23·61*	*44*	*4·57*	..	..
		1941-42	1,06	12·13	1,81	20·90	41	4·69	..	..
Jodhpur	3′ 3¼″	*1940-41*	*17,83*	*11·83*	*22,61*	*15·00*	*6,56*	*4·35*	..	--
		1941-42	17,08	10·01	25,96	15·20	4,78	2·80	..	--

§ Exclusive of Bengal Dooars Railway, which was purchased by the Government of India on 1st January 1941 and amalgamated with Eastern Bengal Railway from that date.

† Shown under class II Railways.

System for the years 1940-41 and 1941-42. (In thousands of rupees.)

actual expenditure on 'Replacements and Renewals' but from 1936-37, all Class I railways (except B. & N. W. R. & K., Jodhpur include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent of gross earnings.	Rs.	Per cent of gross earnings	Rs.	Per cent of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
20,31	*9·10*	*11,11*	*4·98*	*9,97*	*4·47*	*7,27*	*3·26*	*1,65,52*	*74·15*	Assam-Bengal.
21,71	8·20	11,17	4·22	12,69	4·79	7,50	2·83	1,75,06	66·10	
34,55	*8·35*	*12,88*	*3·11*	*8,85*	*2·14*	*7,60*	*1·84*	*1,93,33*	*46·72*	Bengal and North-Western.
37,67	8·59	13,28	3.03	7,98	1·82	7,36	1·68	1,96,07	44·73	
1,04,33	*8·94*	*41,10*	*3.51*	*53,33*	*4·55*	*29,10*	*2·48*	*6,87,41*	*58·65*	Bengal-Nagpur.
1,20,82	9·30	43,92	3·38	54,06	4·16	27,05	2·08	7,13,93	54·94	
7,13	*19·33*	*2,57*	*6·96*	*1,34*	*3·63*	*91*	*2·48*	*54,93*	*148·87*	
8,00	18·74	2,71	6·34	1,47	3·45	89	2·08	58,17	136·26	
†	†	†	†	†	†	†	†	†	†	Bikaner State.
4,96	8·48	2,00	3,43	1,77	3·03	1,86	3·17	32,92	56·28	
65,17	*7·76*	*26,80*	*3·19*	*33,15*	*3·95*	*44,97*	*5·36*	*4,40,86*	*52·52*	Bombay, Baroda and Central India.
61,55	6·39	30,20	3·09	34,76	3·56	44,23	4·54	4,72,22	48·37	
44,63	*7·09*	*22,02*	*3·50*	*20,69*	*3·29*	*15,49*	*2·46*	*3,13,31*	*49·78*	
50,54	7·90	22,16	3·46	18,97	2·96	14,57	2·28	3,39,94	53·12	
1,33	*11·11*	*54*	*4·50*	*20*	*1·68*	*12*	*1·04*	*9,22*	*77·19*	
1,39	11·33	60	4·88	18	1·46	11	0·93	9,42	76·67	
61,03	*14·40*	*22,68*	*5·35*	*29,38*	*6·94*	*14,11*	*3·33*	*3,33,48*	*78·70*	Eastern Bengal.
57,64	12·50	24,07	5·22	31,50	6·83	14,16	3·07	3,54,72	76·90	
28,18	*10·70*	*10,45*	*3·96*	*10,74*	*4·07*	*7,62*	*2·89*	*1,74,89*	*66·30*	
26,71	9·21	12,47	4·30	12,26	4·22	8,49	2·93	1,86,76	64·40	
19	*13·20*	*6*	*4·11*	*5*	*3·62*	*2*	*1·18*	*1,42*	*97·50*	
21	12·60	7	4·18	6	3·59	2	1·20	1,59	95·00	
2,23,15	*9·14*	*77,28*	*3·17*	*93,14*	*3·81*	*66,65*	*2·73*	*13,49,22*	*55·26*	East Indian.
2,24,90	8·26	82,67	3·03	1,04,30	3·83	57,16	2·10	15,48,14	56·84	
1,49,61	*8·61*	*44,43*	*2·56*	*59,05*	*3·40*	*1,11,20*	*6·40*	*9,30,56*	*53·57*	Great Indian Peninsula.
1,94,64	8·87	47,63	2·17	58,74	2·67	1,16,77	5·32	11,17,51	50·91	
62	*6·73*	..	..	*8*	*0·81*	*4*	*0·39*	*4,76*	*49·76*	
54	6·27	..	..	6	0·80	2	0·21	3,90	45·00	
10,18	*6·75*	*4,56*	*3·03*	*6,46*	*4·28*	*3,14*	*2·11*	*71,38*	*47·35*	Jodhpur.
11,56	6·77	4,91	2·88	8,15	4·78	2,61	1·53	75,05	43·97	

7.—Details of Working Expenses of each Railway

NOTE.—Up to the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1940-41*	*57,63*	*10·70*	*92,77*	*17·40*	*49,11*	*9·20*	..	..
		1941-42	67,63	10·70	1,03,12	16·30	39,48	6·24	..	..
	3′ 3½″	*1940-41*	*53,15*	*17·10*	*63,09*	*20·30*	*18,79*	*6·06*	*4,32*	*1·39*
		1941-42	47,59	13·20	69,79	19·40	25,39	7·04	4,38	1·22
Mysore State	3′ 3½″	*1940-41*	*9,03*	*10·22*	*22,55*	*25·54*	*6,91*	*7·82*	..	..
		1941-42	11,48	11·64	27,60	27·97	10,36	10·50	..	..
	2′ 6″	*1940-41*	*30*	*8·76*	*90*	*26·57*	*30*	*8·92*	..	..
		1941-42	29	7·06	1,05	26·06	23	5·59	..	..
	2′ 0″	*1940-41*	*3*	*8·59*	*9*	*27·32*	*3*	*9·50*	..	..
		1941-42	5	12·25	15	35·15	8	19·83	..	..
Nizam's State	5′ 6″	*1940-41*	*12,67*	*7·14*	*19,95*	*11·25*	*15,76*	*8·89*	..	..
		1941-42	14,51	6·80	23,43	10·99	16,47	7·73	..	..
	3′ 3½″	*1940-41*	*10,18*	*10·58*	*14,13*	*14·68*	*8,37*	*8·71*	..	..
		1941-42	12,23	11·40	13,69	12·77	9,60	8·96	..	..
North Western (Commercial).	5′ 6″	*1940-41*	*2,01,92*	*11·47*	*3,43,33*	*19·50*	*1,45,03*	*8·24*	..	..
		1941-42	2,17,23	10·57	3,71,79	18·10	1,30,04	6·33	..	..
	2′ 6″	*1940-41*	*10,99*	*33·36*	*10,73*	*32·57*	*3,66*	*11·13*	..	..
		1941-42	76,84	84·72	10,62	25·55	4,25	10·22	..	..
North Western (Military)	5′ 6″	*1940-41*	*51,56*	*31·47*	*61,50*	*37·54*	*22,25*	*13·58*	..	..
		1941-42	57,85	30·04	68,82	35·73	20,65	10·72	..	..
	2′ 6″	*1940-41*	*9,50*	*100·66*	*4,76*	*50·48*	*2,03*	*21·52*	..	..
		1941-42	9,54	72·43	6,02	45·71	1,92	14·59	..	..
North Western (Total)	..	*1940-41*	*2,73,97*	*13·93*	*4,20,32*	*21·37*	*1,72,97*	*8·79*	..	..
		1941-42	3,61,46	15·70	4,57,25	19·86	1,56,86	6·81	..	..
Rohilkund and Kumaon	3′ 3½″	*1940-41*	*10,06*	*10·71*	*15,77*	*16·78*	*4,36*	*4·64*	..	..
		1941-42	9,71	10·42	16,61	17·83	4,82	5·16	..	..
South Indian	5′ 6″	*1940-41*	*24,69*	*10·99*	*42,52*	*18·92*	*11,32*	*5·04*	..	..
		1941-42	28,16	10·53	45,76	17·10	10,89	4·07	..	..
	3′ 3½″	*1940-41*	*69,75*	*17·99*	*77,90*	*20·09*	*25,63*	*6·61*	*3,60*	*0·93*
		1941-42	74,06	16·29	77,33	16·91	26,48	5·80	4,82	1·05
	2′ 6″	*1940-41*	*1,31*	*61·71*	*1,08*	*50·72*	*25*	*13·22*	..	..
		1941-42	85	85·35	65	65·33	25	24·84	..	..
TOTAL CLASS I RAILWAYS	..	*1940-41*	*14,87,52*	*12·16*	*21,22,47*	*17·34*	*10,33,48*	*8·44*	*39,69*	*0·32*
		1941-42	19,47,31	13·79	22,71,48	16·09	10,29,32	7·29	41,35	0·29

System for the years 1940-41 and 1941-42—contd. (In thousands of rupees.)

actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I—*concld.*
35,08	*6·58*	*18,77*	*3·51*	*23,36*	*4·38*	*13,06*	*2·45*	*2,89,18*	*54·20*	Madras and Southern Mahratta.
40,37	6·39	20,25	3·20	30,36	4·80	11,35	1·80	3,12,56	49·40	
¶27,28	*8·79*	*12,36*	*3·98*	*11,83*	*3·81*	*8,02*	*2·58*	*¶1,98,84*	*64·00*	
23,34	7·86	12,74	3·53	12,65	3·51	7,15	1·98	¶2,08,03	57·70	
8,83	*9·99*	*3,63*	*4·12*	*2,17*	*2·46*	*1,39*	*1·57*	*54,51*	*61·72*	Mysore State.
8,77	8·89	3,77	3·82	2,65	2·69	1,51	1·53	66,14	67·04	
34	*10·06*	*14*	*4·21*	*9*	*2·69*	*5*	*1·43*	*2,12*	*62·44*	
41	10·03	16	3·98	12	2·98	6	1·56	2,32	57·28	
3	*9·65*	*1*	*4·17*	*1*	*2·54*	*1*	*1·65*	*21*	*63·32*	
4	9·63	1	3·83	1	2·60	1	1·42	35	84·71	
11,55	*6·51*	*7,48*	*4·22*	*4,81*	*2·71*	*2,01*	*1·13*	*74,23*	*41·85*	Nizam's State.
14,64	6·87	7,67	3·60	5,09	2·39	2,13	1·00	83,94	39·38	
10,41	*10·81*	*5,77*	*5·99*	*3,57*	*3·70*	*2,22*	*2·30*	*54,65*	*56·77*	
11,26	10·56	5,90	5·50	3,68	3·43	2,24	2·08	53,60	54·04	
1,33,20	*7·56*	*69,61*	*3·95*	*63,37*	*3·60*	*50,03*	*2·84*	*10,06,49*	*57·16*	North Western (Commercial).
1,43,07	6·96	71,52	3·48	66,57	3·24	48,63	2·37	10,48,85	51·05	
4,60	*13·97*	*1,04*	*3·17*	*1,43*	*4·34*	*1,38*	*4·20*	*33,83*	*102·74*	
4,81	11·56	1,02	2·44	1,14	2·74	1,20	2·88	99,88	240·11	
17,22	*10·51*	*10,50*	*6·41*	*8,05*	*4·91*	*6,95*	*4·24*	*1,78,03*	*108·66*	North Western (Military).
19,19	9·96	10,17	5·28	8,07	4·19	6,77	3·52	1,91,52	99·44	
1,72	*18·24*	*56*	*5·99*	*37*	*3·89*	*56*	*5·89*	*19,50*	*206·67*	
2,02	15·34	60	4·60	53	3·93	53	4·02	21,15	160·62	
1,56,74	*7·97*	*81,71*	*4·15*	*73,22*	*3·72*	*58,92*	*3·00*	*12,37,85*	*62·93*	North Western (Total).
1,69,09	7·35	83,31	3·62	76,30	3·32	57,13	2·48	13,61,40	59·14	
7,14	*7·60*	*3,69*	*3·93*	*1,87*	*1·99*	*63*	*0·67*	*43,52*	*46·32*	Rohilkund and Kumaon.
7,08	7·60	4,08	4·38	1,70	1·83	1,26	1·35	45,26	48·57	
15,75	*7·00*	*8,32*	*3·70*	*8,93*	*3·98*	*4,22*	*1·88*	*1,15,75*	*51·51*	South Indian.
17,67	6·61	9,24	3·45	9,42	3·52	4,27	1·60	1,25,41	46·88	
36,26	*9·35*	*16,24*	*4·19*	*19,84*	*5·12*	*15,81*	*4·08*	*2,65,03*	*68·35*	
41,45	9·06	18,00	3·94	21,77	4·76	15,82	3·46	2,79,73	61·18	
65	*30·70*	*22*	*10·26*	*12*	*5·71*	*17*	*7.73*	*3,83*	*180·05*	
32	32·10	10	9·49	4	3·96	5	5·06	2,26	226·13	
10,60,99	*8·67*	*4,34,82*	*3·55*	*4,76,25*	*3·89*	*4,14,79*	*3·39*	*70,70,01*	*57·76*	TOTAL CLASS I RAILWAYS.
11,62,28	8·23	4,63,09	3·28	5,10,74	3·62	4,05,83	2·87	78,31,40	55·76	

* Includes Mormugao Harbour Expenses shown under columns 10 and 11.

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Maintenance and working of Ferry Steamers and Harbours.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1940-41* .	*1,51*	*6·72*	*3,38*	*15·04*	*81*	*3·61*	..	..
		1941-42 .	1,55	7·04	3,59	16·25	78	3·52	..	..
Bengal Doors	3′ 3⅜″	*1940-41* †	*3,32*	*16·52*	*2,42*	*12·04*	*71*	*3·53*	*16*	*0·77*
		1941-42 .	¶	¶	¶	¶	¶	¶	¶	¶
Bhavnagar State	3′ 3⅜″	*1940-41* .	*3,30*	*10·35*	*7,25*	*22·73*	*1,73*	*5·42*	..	..
		1941-42 .	3,34	9·87	7,26	21·45	1,71	5·07	..	..
Bikaner State	3′ 3⅜″	*1940-41* .	*6,40*	*11·85*	*12,58*	*23·31*	*3,74*	*6·93*	..	..
		1941-42 .	††	††	††	††	††	††	††	††
Darjeeling-Himalayan§	2′ 0″	*1940-41* .	*2,35*	*13·63*	*3,75*	*21·74*	*1,52*	*8·81*	..	..
		1941-42 .	2,57	13·04	3,88	19·68	1,79	9·08	..	..
Dibru-Sadiya	3′ 3⅜″	*1940-41* .	*3,69*	*15·81*	*4,19*	*18·00*	*2,21*	*9·51*	..	..
		1941-42 .	3,59	13·46	4,10	15·37	1,96	7·36	..	..
Cackwar's Baroda State.	3′ 3⅜″	*1940-41* .	*3,96*	*15·17*	*4,97*	*19·07*	*1,31*	*5·04*	..	..
		1941-42 .	3,64	13·42	5,04	18·56	1,29	4·75	..	..
	2′ 6″	*1940-41* .	*5,41*	*20·40*	*4,36*	*16·43*	*2,08*	*7·85*	..	..
		1941-42 .	6,51	22·28	4,31	14·75	1,83	6·26	..	..
Gondal‡	3′ 3⅜″	*1940-41* .	*2,86*	*11·05*	*5,15*	*19·88*	*84*	*3·24*	..	..
		1941-42 .	3,46	13·46	4,84	18·81	1,32	5·14	..	..
Jaipur State	3′ 3⅜″	*1940-41* .	*2,82*	*16·75*	*2,95*	*17·51*	*1,53*	*9·08*	..	..
		1941-42 .	2,62	14·55	2,34	13·01	73	4·07	..	..
Jamnagar-Dwarka	3′ 3⅜″	*1940-41*	*1,35*	*7·52*	*3,58*	*19·86*	*1,05*	*5·85*	*75*	*4·15*
		1941-42 .	1,81	8·61	3,75	17·86	1,09	5·19	23	1·12
Junagad State	3′ 3⅜″	*1940-41* .	*3,17*	*18·75*	*3,69*	*21·78*	*1,24*	*7·31*	..	..
		1941-42 .	2,73	16·08	3,95	23·29	1,38	8·15	..	..
Morvi	3′ 3⅜″	*1940-41* .	*1,87*	*7·48*	*8,07*	*32·33*	*1,28*	*5·15*	..	..
		‖1941-42.	1,94	7·09	3,76	13·71	1,22	4·46	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1940-41* .	*89*	*7·17*	*1,39*	*11·24*	*93*	*7·57*	..	..
		1941-42 .	2,27	17·56	1,75	13·52	42	3·26	..	..
TOTAL CLASS II RAILWAYS	..	*1940-41* .	*42,90*	*12·75*	*67,73*	*20·12*	*20,98*	*6·23*	*91*	*0·27*
		1941-42 .	36,03	12·84	48,57	17·31	15,52	5·53	23	0·08

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.
‡ Includes the Porbandar State Railway.
† Purchased by the Government of India on 1st January 1941.
‖ Includes figures of Dharangadra Railway for 3 months only taken over for working on 1-1-42.
†† Shown under Class I Railways.
¶ Included in E. B. Ry. under class I Railways.

System for the years 1940-41 and 1941-42—contd. *(In thousands of rupees.)*

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
1,52	*6·73*	*2,51*	*11·17*	*80*	*3·57*	..	..	*10,53*	*46·84*	Barsi Light.
1,51	6·84	2,52	11·39	1,01	4·58	..	..	10,96	49·62	
2,37	*11·78*	*1,82*	*9·07*	*4,70*	*23·33*	*4*	*0·20*	*15,54*	*77·29*	Bengal Doors.
¶	¶	¶	¶	¶	¶	¶	¶	¶	¶	
3,33	*10·43*	*1,75*	*5·49*	*1,60*	*5·04*	*86*	*2·69*	*19,82*	*62·18*	Bhavnagar State.
2,90	8·56	1,81	5·35	1,84	5·44	87	2·56	19,73	58·30	
4,81	*8·93*	*2,11*	*3·91*	*1,49*	*2·76*	*1,83*	*3·39*	*32,96*	*61·08*	Bikaner State.
††	††	††	††	††	††	††	††	††	††	
2,36	*13·68*	*1,20*	*6·95*	*1,07*	*6·20*	*20*	*1·16*	*12,45*	*72·17*	Darjeeling Himalayan.
2,46	12·48	1,27	6·44	1,13	5·74	27	1·37	13,37	67·83	
2,28	*9·76*	*1,75*	*7·54*	*12*	*0·50*	..	..	*14,24*	*61·12*	Dibru-Sadiya.
2,36	8·82	1,75	6·58	17	0·67	..	..	13,93	52·26	
2,62	*10·02*	*1,20*	*4·59*	*39*	*1·51*	*27*	*1·03*	*14,72*	*56·43*	Gaekwar's Baroda State.
3,76	13·85	1,06	3·92	40	1·43	46	1·68	15,65	57·66	
2,71	*10·19*	*1,15*	*4·35*	*1,05*	*3·98*	*35*	*1·30*	*17,11*	*64·50*	
2,87	9·84	1,17	4·00	44	1·52	71	2·39	17,84	61·04	
99	*3·82*	*95*	*3·69*	*29*	*1·10*	*53*	*2·06*	*11,51*	*44·84*	Gondal.
91	3·55	95	3·71	29	1·11	49	1·90	12,26	47·68	
1,51	*8·99*	*91*	*5·43*	*17*	*1·03*	*16*	*0·96*	*10,05*	*59·75*	Jaipur State.
98	5·44	84	4·64	20	1·12	32	1·79	8,03	44·62	
1,87	*10·35*	*80*	*4·47*	*28*	*1·53*	*34*	*1·83*	*10,02*	*55·61*	Jamnagar Dwarka.
1,71	8·18	79	3·77	24	1·15	36	1·69	9,98	47·57	
1,78	*10·50*	*82*	*4·87*	*39*	*2·32*	*40*	*2·37*	*11,49*	*67·90*	Junagad State.
1,76	10·42	86	5·09	34	2·03	44	2·60	11,46	67·66	
1,78	*7·13*	*61*	*2·43*	*20*	*0·79*	*37*	*1·48*	*14,18*	*56·84*	Morvi.
1,91	6·97	66	2·39	16	0·58	37	1·36	10,02	36·56	
99	*3·00*	*68*	*5·53*	*29*	*2·36*	*19*	*1·51*	*5,36*	*43·38*	Shahdara (Delhi) Saharanpur Light.
123	9·54	84	6·47	38	2·95	23	1·77	7,12	55·07	
30,92	*9·19*	*18,26*	*5·43*	*12,84*	*3·81*	*5,54*	*1·65*	*2,00,08*	*59·45*	TOTAL CLASS II RAILWAYS.
24,36	8·68	14,52	5·18	6,60	2·35	4,52	1·61	1,50,35	53·58	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural works.		Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III						
Ahmadpur-Katwa	2'-6"	*1940-41*	*31*	*27·78*	*36*	*32·03*
		1941-42	32	26·07	45	36·12
Arrah-Sasaram Light	2' 6"	*1940-41*	*83*	*18·20*	*99*	*21·83*
		1941-42	94	18·13	1,22	23·66
Bankura-Damoodar River	2' 6"	*1940-41*	*48*	*37·18*	*42*	*32·54*
		1941-42	48	31·86	51	34·37
Barasat-Basirhat Light	2' 6"	*1940-41*	*84*	*18·39*	*1,83*	*40·00*
		1941-42	1,02	21·08	1,78	36·87
Bengal Provincial	2' 6"	*1940-41*	*21*	*20·14*	*35*	*33·29*
		1941-42	19	16·24	37	31·44
Bukhtiarpur-Bihar Light	2' 6"	*1940-41*	*63*	*26·49*	*79*	*33·24*
		1941-42	42	15·16	79	28·96
Burdwan-Katwa	2' 6"	*1940-41*	*33*	*24·45*	*46*	*34·30*
		1941-42	26	16·07	46	27·91
Cuttack State	4' 8½"	*1940-41*	*53*	*13·83*	*1,53*	*40·11*
		1941-42	39	12·02	1,28	39·11
Dehri-Rohtas Light	2' 6"	*1940-41*	*30*	*21·29*	*54*	*38·38*
		1941-42	51	19·92	63	24·61
Dholpur-State	2' 6"	*1940-41*	*18*	*9·90*	*45*	*23·85*
		1941-42	18	9·68	57	31·42
Futwah-Islampur	2' 6"	*1940-41*	*36*	*31·27*	*32*	*27·32*
		1941-42	34	28·56	31	26·11

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1940-41 and 1941-42—contd. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										CLASS III.
25	*22·13*	*18*	*15·79*	*4*	*3·86*	..	..	*1,14*	*101·39*	Ahmadpur-Katwa.
29	23·78	22	17·56	6	5·10	..	..	1,34	108·63	
51	*11·23*	*36*	*7·89*	*9*	*2·07*	*6*	*1·30*	*2,84*	*62·52*	Arrah-Sasaram Light.
62	12·02	37	7·12	10	2·04	5	1·05	3,36	64·02	
25	*19·64*	*29*	*22·50*	*8*	*6·14*	..	..	*1,52*	*118·00*	Bankura-Damoodar River.
30	20·07	31	20·79	9	5·84	..	..	1,69	112·93	
101	*22·09*	*34*	*7·47*	*16*	*3·39*	*10*	*2·28*	*4,28*	*93·62*	Baraset-Basirhat Light.
111	22·85	33	6·78	15	3·12	10	1·98	4,49	92·68	
21	*19·82*	*18*	*16·65*	*2*	*1·65*	..	..	*97*	*91·56*	Bengal Provincial.
22	18·62	14	11·65	1	0·93	..	..	93	78·88	
37	*15·66*	*29*	*11·93*	*9*	*3·85*	*4*	*1·50*	*2,21*	*92·67*	Bukhtiarpur-Bihar Light.
40	14·54	23	8·47	7	2·52	4	1·42	1,95	71·07	
30	*22·35*	*23*	*16·34*	*6*	*4·69*	..	..	*1,38*	*102·62*	Burdwan-Katwa.
32	19·24	24	14·82	7	4·49	..	..	1,35	82·53	
34	*8·95*	*26*	*6·90*	..	*0·09*	*2*	*0·51*	*2,63*	*70·39*	Cutch State.
28	8·63	25	7·61	..	0·13	2	0·62	2,22	68·12	
25	*17·63*	*11*	*7·92*	*16*	*11·51*	..	..	*1,36*	*96·73*	Dehri-Rohtas Light.
25	9·77	14	5·47	8	3·12	..	..	1,61	62·89	
15	*8·16*	*16*	*8·66*	*1*	*0·67*	*5*	*2·46*	*1,00*	*53·70*	Dholpur-State.
15	8·39	15	8·22	1	0·78	3	1·51	1,09	60·00	
20	*17·70*	*19*	*15·98*	*3*	*2·40*	*2*	*1·63*	*1,12*	*96·30*	Futwah-Islampur.
23	19·63	15	13·06	4	3·12	2	1·43	1,09	91·91	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
Class III—*concld.*						
Scindia State (Gwalior Light)	2′ 0″	*1940-41*	*1,05*	*11·12*	*3,37*	*35·70*
		1941-42	1,01	8·89	4,16	36·62
Howrah Amta Light	2′ 0″	*1940-41*	*1,52*	*17·09*	*2,34*	*26·30*
		1941-42	1,59	15·36	2,57	24·92
Howrah-Sheakhala Light	2′ 0″	*1940-41*	*31*	*15·52*	*63*	*31·39*
		1941-42	45	20·06	57	25·42
Jagadhri Light	2′ 0″	*1940-41*	*1*	*4·99*	*6*	*36·00*
		1941-42	1	6·15	7	42·46
Jorhat	2′ 0″	*1940-41*	*33*	*33·84*	*37*	*39·56*
		1941-42	23	23 28	32	31·95
Kalighat-Falta	2′ 6″	*1940-41*	*20*	*12·31*	*68*	*41·62*
		1941-42	50	23·16	87	40·72
Matheran (Hill) Light	2′ 0″	*1940-41*	*4*	*3·57*	*45*	*40·13*
		1941-42	6	4·35	55	39 85
Mewar State	3′ 3⅜″	*1940-41*	*1,40*	*14·61*	*2,69*	*28 05*
		1941-42	1,05	10·23	2,53	24·70
Tezpore-Balipara	2′ 6″	*1940-41*	*11*	*6·56*	*57*	*32·73*
		1941-42	11	6·56	57	32·78
Total Class III Railways		*1940-41*	*9,97*	*16·59*	*19,20*	*31·96*
		1941-42	10,06	14·86	20,58	30·41

* Including Replacements and Renewals or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1940-41 and 1941-42—concld. (*In thousands of rupees.*)

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Electric Service Department.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of Gross earnings.	Rs.	Per cent. of gross earnings	Railway System.
8	9	10	11	12	13	14	15	16	17	18
										CLASS III—*concld.*
70	*7·41*	*60*	*6·36*	*44*	*4·66*	..	..	*6,16*	*65·25*	Scindia State (Gwalior Light).
74	6·51	56	4·93	42	3·76	..	..	6,89	60·65	
1,51	*16·96*	*48*	*5·39*	*30*	*3·33*	*13*	*1·43*	*6,28*	*70·50*	Howrah Amta Light.
1,63	15·78	50	4·89	32	3·14	17	1·65	6,78	65·74	
40	*20·23*	*19*	*9·58*	*7*	*3·75*	*3*	*1·72*	*1,63*	*82·60*	Howrah-Sheakhala Light.
42	18·81	19	8·36	6	2·95	4	1·74	1,73	77·34	
4	*24·16*	*2*	*13·42*	*1*	*8·75*	..	..	*14*	*87·32*	Jagadhri Light.
5	31·58	9	59·49	3	17·64	..	..	25	157·32	
36	*37·11*	*10*	*10·57*	*6*	*5·99*	*2*	*2·36*	*1,24*	*129·43*	Jorhat.
32	32·09	11	10·56	4	3·98	2	2·10	1,04	103·87	
33	*20·31*	*28*	*16·79*	*12*	*7·20*	..	..	*1,61*	*98·23*	Kalighat-Falta.
41	19·10	29	13·54	14	6·51	..	..	2,21	103·03	
10	*8·48*	*19*	*17·41*	*6*	*5·36*	..	..	*84*	*75·09*	Matheran (Hill) Light.
11	7·97	20	14·49	6	4·34	..	..	98	71·00	
1,07	*11·21*	*39*	*4·06*	*16*	*1·63*	*37*	*3·86*	*6,08*	*63·42*	Mewar State.
1,00	9·81	43	4·22	19	1·86	30	2·93	5,50	53·75	
34	*19·49*	*27*	*15·28*	*3*	*1·86*	..	..	*1,32*	*75·97*	Tezpore-Balipara.
34	19·49	27	15·28	3	1·86	..	..	1,32	75·97	
8,69	*14·46*	*5,11*	*8·50*	*1,99*	*3·31*	*84*	*1·40*	*45,80*	*76·22*	TOTAL CLASS III RAILWAYS.
9,19	13·58	5,17	7·64	1,97	2·91	79	1·17	47,76	70·57	

8.—*Mileage Statemen*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1942.				Track mileage open on 31st March 1942.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam Bengal	3' 3¼"	1-7-95	1,130·94	2·50	..	1,133·44	1,135·94	228·32	20·68	1,384·94
	Chaparmukh-Silghat	3' 3¼"	30-3-20	50·81	..	..	50·81	50·81	4·15	0·01	54·97
	Katakhal Lalabazar	3' 3¼"	1-4-23	23·49	..	..	23·49	23·49	1·08	..	24·57
	Mymensingh-Bhairab Bazar	3' 3¼"	20-3-17	100·38	..	..	100·38	100·38	20·19	0·58	121·15
	Total—1			1,305·62	2·50	..	1,308·12	1,310·62	253·74	21·27	1,585·63
2	Bengal and North-Western	3' 3¼"	2-4-84	1,235·45	33·27	..	1,268·72	1,301·99	285·81	40·44	1,628·24
	Mashrak-Thawe	3' 3¼"	12-1-31	39·32	..	..	39·32	39·32	4·64	1·95	45·91
	Titlhoot	3' 3¼"	1-11-75	774·11	10·05	..	784·16	794·21	211·99	22·83	1,029·03
	Total—2			2,048·88	43·32	..	2,092·20	2,135·52	502·44	65·22	2,703·18
3	Bengal-Nagpur	5' 6"	27-11-88	2,146·52	254·76	..	2,401·28	2,656·04	666·92	162·31	3,485·27
	Central India Coal-fields	5' 6"	17-6-28	53·84	..	..	53·84	53·84	5·19	5·40	64·43
	Mayurbhanj	2' 6"	20-1-05	70·64	..	..	70·64	70·64	3·52	0·11	74·27
	Parlakimedi Light	2' 6"	1-4-00	56·30	..	..	56·30	56·30	1·83	1·33	59·46
	Purulia-Ranchi	2' 6"	15-11-07	116·54	..	..	116·54	116·54	11·30	0·39	128·23
	Raipur-Dhamtari	2' 6"	10-9-00	55·54	..	..	55·54	55·54	4·80	0·77	61·11
	Satpura	2' 6"	18-4-03	625·92	..	..	625·92	625·92	61·97	12·76	700·65
	Total—3			3,125·30	254·76	..	3,380·06	3,634·82	755·53	183·07	4,573·42
4	Bikaner State	3' 3¼"	4-12-91	876·02	..	..	876·02	876·02	76·39	7·91	960·32
	Nabha Section	3' 3¼"	1-3-41	7·03	..	..	7·03	7·03	1·06	..	8·09
	Total—4			883·05	..	..	883·05	883·05	77·45	7·91	968·41

for the year 1941-42.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1941-42		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1942.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal.
..	..	..	..	..	..	Branch lines under guarantee terms.†	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lala bazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North-Western
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..	..	..	..	..	State line.	Bengal Nagpur.
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Unassisted company's line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur Dhamtari.
..	..	..	..	..	..		Satpura.
	..		..		..		Total—3.
..	..	..	..	..	..	Indian State lines.	Bikaner State.
..	..	..	..	..	..		Nabha State.
	..		..		..		Total—4.

* Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.
(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.
† Guaranteed by the Govt. of India & also receives a subsidy from the Assam Government.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1942.				Track mileage open on 31st March 1942.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
5	Bombay, Baroda and Central India.	5' 6"	10-2-60	(a) 748·43	240·82	*19·44	1,008·69	1,307·57	355·20	94·72	1,757·49
	Nagda-Ujjain	5' 6"	15-7-96	34·79	..	..	34·79	34·79	4·75	1·01	40·55
	Gaekwar's Petlad	5' 6"	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State	5' 6"	20-6-01	12·36	..	..	12·36	12·36	1·48	0·75	14·59
	Tapti Valley	5' 6"	1-12-98	155·72	..	..	155·72	155·72	7·29	4·11	167·12
	Bombay, Baroda and Central India.	3' 3½"	24-2-73	1,876·36	2·82	..	1,879·18	1,882·00	391·85	28·83	2,302·68
	Ahmedabad-Parantij	3' 3½"	1-5-97	88·73	..	..	88·73	88·73	3·70	1·49	93·92
	Dhrangadra (b)	3' 3½"	1-6-98	40·28	..	..	40·28	40·28	5·24	13·30	58·82
	Palanpur State	3' 3½"	8-11-93	17·11	..	..	17·11	17·11	1·47	..	18·58
	Bombay, Baroda and Central India.	2' 6"	23-11-14	72·28	..	..	72·28	72·28	4·73	3·32	80·33
	Champaner-Shivrajpur-Pani Light.	2' 6"	2-2-11	30·68	..	..	30·68	30·68	3·90	3·07	37·65
	Godhra-Lunavada	2' 6"	4-2-13	25·49	..	..	25·49	25·49	1·82	0·85	28·16
	Nadiad-Kapadvanj	2' 6"	5-2-13	28·18	..	..	28·18	28·18	3·48	1·39	33·05
	Rajpipla State	2' 6"	1-7-97	58·37	..	..	58·37	58·37	3·66	1·19	63·22
	Piplod-Devgad Baria.	2' 6"	1-1-29	9·52	..	..	9·52	9·52	0·54	1·03	11·09
	Total—5			3,219·72	243·64	19·44	3,482·80	3,784·50	795·39	157·51	4,737·40

* 0·25 mile treble and 19·18 miles quadruple.

(a) Excludes 26·61 miles of Vasad to Kathana Ry. dismantled during the current year.

(b) Transferred to Morvi Railway with effect from 1st January 1942.

for the year 1941-42—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1941-42		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1942.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	..	..	..	..	Indian State line.	Dhrangadra.
..	..	..	..	..	..	Indian State line.	Palanpur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Panigate.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
..	..	..	..	..	..		Total—5.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced, are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway	Gauge	Date of first opening for traffic	Route mileage open on 31st March 1942.				Track mileage open on 31st March 1942.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal	5' 6"	2-1-62	675·65	146·13	22·60 (quadruple).	844·58	1,058·51	484·54	50·69	1,593·74
	Sara-Sirajganj	5' 6"	1-7-15	53·88	..	..	53·88	53·88	25·62	..	79·50
	Eastern Bengal	3' 3½"	28-8-77	(d) 1,011·19	7·29	..	1,018·48	1,025·77	302·33	9·90	1,338·00
	Bengal Dooars	3' 3½"	15-1-93	160·75	..	..	160·75	160.75	24.12	1·37	186·24
	Cooch Behar State	3' 3½"	15-9-93	33·09	..	..	33·09	33·09	2·42	..	35·51
	Eastern Bengal	2' 6"	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat Light	2' 6"	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6			1,971·65	153·42	22·60	2,147·67	2,368·89	842·26	61·96	3,273·11
7	East Indian	5' 6"	15-8-54	3,026·47*	939·56	72·27‡	4,038·30†	5,162·05	(b)1,816·21	188·71	(b)7,166·97
	Cawnpore-Burhwal link	3' 3½"	24-11-96	§(a)67·90	..	..	(a) 67·90	67·90(c)	17·04	1·71	86·65
	Total—2			3,094·37	939·56	72·27	4,106·20	5,229·95	1,833·25	190·42	7,253·62
8	Great Indian Peninsula (c)	5' 6"	18-4-53	2,237·87	775·52	32·74 (quadruple).	3,046·13	3,919·87	909·51	199·29	5,028·67
	Bhopal-Itarsi (Jointly owned by State and Indian State).	5' 6"	1-11-84	56·64	..	..	56·64	56·64	24·15	0·18	80·97
	Bhopal-Ujjain	5' 6"	11-11-95	113·46	..	..	113·46	113·46	7·24	4·67	125·37
	Bina-Goona-Baran	5' 6"	23-9-95	147·07	..	..	147·07	147·07	10·06	..	157·13
	Dhond-Baramati	2' 6"	20-5-14	27·30	..	..	27·30	27·30	0·98	0·45	28·73
	Ellichpur-Yeotmal	2' 6"	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner	2' 6"	1-4-18	34·62	..	..	34·62	34·62	1·98	0·89	37·49
	Pulgaon-Arvi	2' 6"	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—8			2,756·60	775·52	32·74	3,564·86	4,438·60	960·82	208·36	5,607·78

† Includes 16·79 miles of mixed (5' 6" and 3' 3½") gauge line between Burhwal and Barabanki.
‡ 39·96 miles treble, 27·33 miles quadruple, 4·91 miles quintuple, 0·08 mile sextuple and 0·89 miles septuple.
(a) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.
(b) Includes 1·59 miles of Traverser track and 1·21 miles of Crane Path in Lillooah Workshops.
(c) The following mileages of Metre and Narrow Gauges at junction stations, which are solely used by the foreign railways but maintained by this railway, have not been included :—

B. B. & C. I. Railway	1·665 miles of 3'3 3/8" Gauge in Agra Area.
M. & S. M. Railway	0·064 mile of 3' 3 3/8" Gauge at Ghorpuri.
G. I. Railway	0·998 mile of 2'—0" Gauge at Gwalior.
B. N. Railway	1·070 miles of 2'—6" Gauge at Jubbulpore.
B. B. & C. I. Railway	2·259 miles of Mixed Gauge in Agra Area.

(d) Excludes 18·32 miles of ghat lines which form part of yard-stock and chargeable to stock suspense.
(e) Includes 2·17 miles track found excess on re-measurement.
* Excludes the following track dismantled :—

Bhagalpur Mander Hill Branch in Jany. '42	.. 31·42 miles.	Portion of Unao-Madhoganj Branch on 31-3-42	.. 32·36 Miles.
Tinpahar—Rajmehal " " "	.. 7·27 miles.	Balamau—Auhadpur Branch on 31-10-41	.. 31·25 "
Lucknow—Sultanpur—Zafarabad Section on 24-2-42	135·89 miles.	(§) Includes track found excess on re-measurement	.. 2·17 "

for the year 1941-42—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1941-42.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1942.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (c)		UNDER CONSTRUCTION. (d)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..		Bengal Dooars.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat light.
	..		..		..		Total—6.
..	..	..	..	..	..	State line.	East Indian.
..	..	..	..	..	..	State line. ¶	Cawnpore Burhwal link.
	..		..		..		Total—7.
..	..	..	..	..	..	State line.	Great Indian Peninsula.
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Jointly owned by State and Indian State).
..	..	..	..	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Barmati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Janner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		..		..		Total—8.

¶ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

(c) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(d) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1942.				Track mileage open on 31st March 1942.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur	3' 3½"	24-6-82	806·95	..	..	806·95	806·95	109·42	13·47	929·84
	Jodhpur Hyderabad (British Section).	3' 3½"	18-8-92	269·24	..	..	269·24	269·24	54·55	6·27	330·06
	Mirpur Khas-Khadro	3' 3½"	1-1-12	49·50	..	..	49·50	49·50	4·44	1·60	55·54
	Total—9			1,125·69	..	..	1,125·69	1,125·69	168·41	21·34	1,315·44
10	Madras and Southern Mahratta	5' 6"	1-7-56	1,039·84	48·17	3·71 (Quadruple).	1,091·72	1,151·02	340·24	13·43	1,504·69
	Kolar Gold fields (M. S. Ry.)	5' 6"	1-6-94	9·88	..	..	9·88	9·88	1·68	2·95	14·51
	Tenali-Repalle	5' 6"	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3' 3½"	24-3-84	*1,710·98	1·15	..	1,712·13	1,713·28	260·92	5·48	1,979·68
	Ahmavar-Dandeli (Provincial)	3' 3½"	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Kolhapur State	3' 3½"	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3' 3½"	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3' 3½"	17-1-87	51·04	..	..	51·04	51·04	23·54	0·54	75·12
	Total—10			2,886·44	49·32	3·71	2,939·47	2,999·92	631·93	22·40	3,654·25
11	Mysore State	3' 3½"	1-2-81	347·74	..	..	347·74	347·74	46·63	0·55	394·92
	Bangalore-Hariha	3' 3½"	11-6-84	210·49	..	..	210·49	210·49	30·31	0·72	241·52
	Hindupur (Yesvantpur Mysore Frontier).	3' 3½"	15-12-92	51·19	..	..	51·19	51·19	4·21	..	55·40
	Bangalore-Chick Ballapur Light	2' 6"	6-4-15	38·63	..	..	38·63	38·63	4·96	..	107·16
	Kolar Dietrict	2' 6"	15-12-13	63·57	..	..	63·57	63·57			
	Tarikere—										
	Narasimharajapura Tramway.	2' 0"	22-5-15	26·60	..	..	26·60	26·60	2·62	..	29·22
	Total—11			738·22	..	..	738·22	738·22	88·73	1·27	828·22
12	Nizam's State	5' 6"	9-10-74	330·18	..	..	330·18	330·18	69·87	10·28	410·33
	Bezwada Extension	5' 6"	10-2-89	†21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5' 6"	1-2-24	145·69	..	..	145·69	145·69	5·08	3·73	154·50
	Karepalli-Kothagudium	5' 6"	21-3-27	24·52	..	..	24·52	24·52	3·83	2·09	30·44
	Vikarabad-Bidar and Extension	5' 6"	14-1-30 1-7-32	166·25	..	..	166·25	166·25	12·39	..	178·64
	Hingoli Branch	3' 3½"	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3' 3½"	21-10-99	377·11	8·54	..	385·65	394·19	60·55	2·22	456·96
	Parbhani-Purli	3' 3½"	16-10-29	39·44	..	..	39·44	39·44	2·12	..	41·56
	Secunderabad-British Frontier	3' 3½"	1-2-16	138·80	9·28	..	148·08	157·36	15·97	0·05	173·38
	Dronachellam (Dhone-Kurnool)	3' 3½"	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Jankampet Bodhan	3' 3½"	1-11-38	12·04	..	..	12·04	12·04	1·76	1·40	15·20
	Total—12			1,342·09	17·82	..	1,359·91	1,377·73	177·39	19·77	1,574·89

*-Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·64 mile of Dronachellam station yards.
† Maintained by N. S. Ry. 20·25 miles & by M. and S. M. Ry. 1·22 miles.

for the year 1941-42—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1941-42.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1942.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (*b*)		UNDER CONSTRUCTION. (*c*)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Indian State line.	Jodhpur.
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidised by the Government of India (*a*).	Mirpur Khas-Khadro.
	..		..		..		Total—9.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta.
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields (M. S. Ry.).
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—10.
..	..	..	..	..	..	Indian State Lines.	Mysore State.
..	..	..	..	..	..		Bangalore-Harihar.
..	..	..	..	..	..		Hindupur (Yesvantpur Mysore Frontier).
..	..	..	..	..	..	Line guaranteed by Indian State.	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Indian State Line.	Kolar District.
							Tamkore—
..	..	..	..	..	..	Indian State line.	Narasimharajapura Tram way.
	..		..		..		Total—11.
..	..	..	..	..	..	Indian State line.	Nizam's State.
..	..	..	..	..	..	State line.	Beswada Extension.
..	..	..	..	..	..	Indian State lines.	Kazipet-Balharshah.
..	..	..	..	..	..		Kazipalli-Kothagudium.
..	..	..	..	..	..		Vikarabad-Bidar and Extension.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dronachellam (Dhone-Kurnool)
..	..	..	..	..	..	Indian State line.	Jankampet-Bodhan.
				Mudkhed to Adilabad (*d*)	100·69	Indian State line.	
	..		..		100·69		Total—12.

(*a*) Receives land only from Government and Indian State.

(*b*) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(*c*) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(*d*) Construction of the line has been suspended for want of materials.

8 —Mileage Statement
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1942.				Track mileage open on 31st March 1942.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	North Western †† . .	5' 6"	13-5-61	4,763·11	885·03	..	**5,648·14	6,533 1 7	1,820·96	75·31	*8,429·44
	Shahdara Narowal . .	5' 6"	21-12-26	48·33	..	..	48·33	48·33	1·56	..	49·89
	Bahawalnagar-Fort Abbas .	5' 6"	4-4-28	63·11	..	..	63·11	63·11	3·82	..	66·93
	Jind-Panipat (Indian State Section).	5' 6"	1-11-16	25·94	..	..	25·94	25·94	2·30	..	28·24
	Jullundur-Mukerian . .	5' 6"	1-1-15	45·08	..	..	45·08	45·08	4·37	..	49·45
	Phagwara-Rahon (including Jaijon Extension).	5' 6"	1-4-15	46·03	..	..	46·03	46·03	5·76	..	51·79
	Jammu-Kashmir (Indian State Section).	5' 6"	15-3-90	15·86	..	..	15·86	15·86	3·59	0·04	19·49
	Khanpur-Chachran . .	5' 6"	2-7-11	21·98	..	..	21·98	21·98	2·46	..	24·44
	Ludhiana-Dhuri-Jakhal .	5' 6"	10-4-01	78·58	..	..	78·58	78·58	6·21	..	84·79
	Mandra-Bhaun . . .	5' 6"	1-5-15	46·68	..	..	46·68	46·68	3·65	..	50·33
	Rajpura Bhatinda . .	5' 6"	1-11-84	107·78	..	..	107·78	107·78	20·84	..	128·62
	Sialkot-Narowal . . .	5' 6"	10-11-15	38·70	..	..	38·70	38·70	5·98	..	44·68
	Sirhind-Rupar . . .	5' 6"	26-2-28	30·96	..	..	30·96	30·96	4·60	..	35·56
	Jacobabad-Kashmor . .	2' 6"	1-12-14	76·46	..	..	76·46	76·46	3·42	..	79·88
	Kalka-Simla . . .	2' 6"	9-11-03	59·93	..	..	59·93	59·93	10·21	..	70·14
	Kangra Valley . . .	2' 6"	1-12-28	68·04	..	..	68·04	68·04	8·05	..	† 76·09
	Zhob Valley (Fort Sandeman-Bostan).	2' 6"	1-1-21	173·84	..	..	§173·84	173·84	28·98	..	202·82
	Kohat-Thal	2' 6"	1-4-03	61·86	..	..	61·86	61·86	10·75	..	72·61
	Mari-Indus (Kalabagh-Bannu) and Laki-Pezu-Tank-Manzai.	2' 6"	15-6-13	157·48	..	..	157·48	157·48	22·34	8·22	188·04
	Total—13 .			5,929·75	885·03	..	(a)6,814·78	7,699·81	1,969·85	83·57	9,753·23

* Nok Kundi-Zahidan (137·08 miles, single line and 13 83 miles sidings) and Landi Kotal-Landi Khana (4·83 miles, single line and 0·85 mile sidings) sections closed to traffic, not included.

† Nagrota—Jogindar Nagar (35·03 miles single line and 1·92 miles sidings) Section closed to traffic, not included.

†† Includes 162·84 miles, single line and 5·63 miles sidings, "Sind Left Bank Feeders Railway" opened for traffic on 20-5-1930.

§ Excludes 9·32 miles of mixed gauge (Khanai Bostan Section) included under main line, broad gauge.

** Includes the mixed gauge line referred to in the note marked with § above.

(a) Exclude
- 88·40 mile due to closing of Fort Abbas to Kut-al-Imara (B. G.) Ry. during 1941.
- 19·22 mile due to closing of Rohtak to Gohana (B. G.) Ry. during 1941.
- 20·42 mile due to closing of Nagrota to Baijnath Paprola (N. G.) Ry. during 1941.
- 0·74 mile due to change in the basis of determining the length of Larkana-Jacobabad Section (B. G.) Ry.

for the year 1941-42—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1941-42.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1942.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	North Western
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Fort Abbas
..	..	..	..	..	..		Jind-Panipat (Indian States Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (Including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley (Fort Sandeman-Bostan).
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	State line.	Mari-Indus (Kalabagh Bannu) and Laki-Pezu-Tank-Manzai.
..	..	..	..	..	..		Total—13.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance indefinitely, are not shown.

8.—*Mileage Statement*
CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1942.				Track mileage open on 31st March 1942.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
14	Rohilkund and Kumaon	3' 3¼"	12-10-84	258·72	..	..	258·72	258·72	39·74	4·34	302·80
	Lucknow-Bareilly	3' 3¼"	12-10-84	310·00	1·16	..	311·16	312·32	67·48	13·00	392·80
	Total—14			568·72	1·16	..	569·88	571·04	107·22	17·34	695·60
15	South Indian	5' 6"	23-5-60	558·74	..	..	††558·74	558 74	138·42	2·76	699·92
	Shoranur Cochin	5' 6"	24-10-34	73·44	..	..	73·44	73·44	23·24	*1·78	98·46
	South Indian	3' 3¼"	15-7-61	(a)1,433·55	4·84	15·55	†1,453·94	(c) †1,489·88	333·85	14·33	1,838·06
	Nilgiri	3' 3¼"	15-6-99	28·96	..	..	28·96	28·96	4·87	..	33·83
	Peralam-Karaikkal	3' 3¼"	14-3-98	14·65	..	..	14·65	14·65	1·41	..	16·06
	Podanur-Pollachi	3' 3¼"	15-10-15	24·38	..	..	24·38	24·38	2·43	..	26·81
	Pondicherry	3' 3¼"	15-12-79	7·85	..	..	7·85	7·85	2·21	0·18	10·24
	Tinnevelly-Tiruchendur	3' 3¼"	24-2-23	38·18	..	..	38·18	38·18	4·10	..	42·28
	Travancore (British Section)	3' 3¼"	1-6-02	50·52	..	..	50·52	148·16	21·39	0·53	170·08
	Travancore (Indian State Section).	3' 3¼"	1-6-04	97·64	..	..	97·64				
	Total—15			2,327·91	4·84	15·55	(b) 2,348·30	(b) 2,384·24	531·92	19·58	2,935·74
	Total Class I			33,324·01	3,370·89	166·31	36,861·21	40,682·60	9,696·33	1,080·99	51,459·92

* Includes 0·48 miles of 3'3¼" Gauge.

† Include electrified lines between Madras Beach and Tambaram.

†† Excludes 1·97 miles of mixed gauge between Salem Junction and Salem Market which have been included in the Metre Gauge route mileage.

(a) Excludes 55·60 miles of the Madura Bodinayakkanur Ry. dismantled from 1-1-42 & includes 2·34 miles of Podanur-Coimbatore Section opened during the year.

(b) The decrease of 98·69 miles is due to the dismantlement of the two narrow Gauge lines (25·38 miles of T. K. Ry. & 54·78 miles of M. H. Ry.) closed for traffic from 31-7-41 and the balance of 18·53 miles of M. H. Ry. from 31-10-41.

(c) Excludes 1·72 & 1·34 miles of mixed gauge between Olavakkot & Palghat & Podanur & Coimbatore which have been included in the Broad gauge route mileage.

for the year 1941-42—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1941-42.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1942.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED. (a)		UNDER CONSTRUCTION. (b)			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.†	Rohilkund and Kumaon.
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—14.
..	..	..	..		..	State line.	South Indian.
	..	..	..	..	..	Indian State line.	Shoranur Cochin.
Podanur-Coimbatore Section**	2·34	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Feroke-Kuttipuram.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
	2·34		..		..		Total—15.
	2·34		..		100·69		Total Class I

* Although the property of the Travancore Durbar, it is treated as State line.

** Opened only for goods traffic on 10-7-1941.

† Receives land only from Government.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

3.—*Mileage Statement*

CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1942.	TRACK MILEAGE OPEN ON 31ST MARCH 1942.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·21	224·78	Line subsidized by the Government of India and Indian State.*
2	Bhavnagar State	3′ 3⅜″	20-12-80	307·04	307·04	70·93	377·97	Indian State Lines.
3	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·67	61·74	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·94	100·38	Branch line under rebate terms.
	Total—3			146·51	146·51	15·61	162·12	
4	Dhrangadhra	3′ 3⅜″	15-8-82	84·00	84·00	28·61	112·61	Line subsidized by Local Government. ¶
	Ledo and Tikak Margherita Colliery	3′ 3⅜″	17-2-84	5·50	5·50	28·25	33·75	Unassisted Company's line.
	Total—4			89·50	89·50	56·86	146·36	
5	Gaekwar's Baroda State	3′ 3⅜″	21-3-87	255·12	255·12	34·62	289·74	Indian State lines.
	Khijadia-Dhari	3′ 3⅜″	11-3-13	37·46	37·46	4·67	42·13	
	Prachi Road-Kodinar	3′ 3⅜″	6-4-38	15·85	15·85	0·87	16·72	
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	55·63	388·69	
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·10	24·77	
	Total—5			664·16	664·16	97·89	762·05	
6	Gondal	3′ 3⅜″	19-1-81	126·08	126·08	21·04	147·12	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·16	46·16	10·42	56·58	
	Porbandar State	3′ 3⅜″	1-10-89	†41·25	41·25	7·75	49·00	
	Total—6			213·49	213·49	39·21	252·70	
7	Jaipur State	3′ 3⅜″	10-11-05	**245·60	245·60	20·09	265·69	
8	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	74·73	74·73	4·37	79·10	Indian State line.
	Jamnagar	3′ 3⅜″	8-4-97	86·97	86·97	16·68	103·65	Indian State lines.
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	6·86	44·07	
	Total—8			198·91	198·91	27·91	226·82	
9	Junagad State	3′ 3⅜″	1-9-88	§229·22	229·22	29·97	259·19	
10	Morvi§§	3′ 3⅜″	4-3-05	132·26	132·26	39·42	171·68	
11	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	10·90	103·40	Line subsidized by the Government of India.*
	TOTAL CLASS II			2,521·76	2,521·76	431·00	2,952·76	

* Receives land only from Government.
§ Includes 0·73 mile of Dungarpur quarry and 0·53 mile of Veraval Dock Estate lines worked for goods traffic only.
† Includes 1·51 miles of Porbandar Dock Estate Line and 3·70 miles of Banwao quarry line worked for goods traffic.
¶ Subsidy ceased with effect from 1920-21.
** Includes 2·18 miles track from centre of Sanganer station to junction point relates to B. B. & C. I. & Bk. S. Rys., etc.
§§ Exclude 40·28 miles of Dhrangadhra railway taken over by Morvi Railway from the B. B. & C. I. Railway from 1-1 42 which has been allowed to remain under the B. B. & C. I. railway this year.

for the year 1941-42—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1941-42.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1942				Name of Railway.
		SANCTIONED BUT NOT COMMENCED (a)		UNDER CONSTRUCTION. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—3.
..	..	..	..	..	..	Dibru-Sadiya.
..	..	..	..	..	..	Ledo and Tikak Margherita Collieries.
	..		..		..	Total—4.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Khijadiya-Dhari.
..	..	..	..	..	..	Prachi Road-Kodinar.
..	..	..	..	..	..	Gaekwar's Baroda State.
..	..	..	..	..	..	Bodali Chhota Udaipur.
	..		..		..	Total—5.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Porbandar State.
	..		..		..	Total—3.
	..	Fatehpur-Bissau Section	18·51	Jaipur Sanganer (c)	15·23	Jaipur State.
..	..	..	..	..	..	Jamnagar-Dwarka.
..	..	Jam-Wanthali-Kalawad	16·02	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		16·02		..	Total—3.
..	..	..	..	..	..	Junagad State.
..	..	Morvi—Halwad	32·18	..	..	Morvi.
	..	..	..	..	..	Shahdara (Delhi)-Saharanpur Light.
	..		66·71		15·23	TOTAL CLASS II.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

(c) Construction of this line has been suspended during the war.

8.— *Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1942.	TRACK MILEAGE OPEN ON 31ST MARCH 1942.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·79	35·48	Branch line under guarantee terms.
2	Arrah-Sasaram Light	2′ 6″	6-3-11	65·16	65·16	5·83	70·99	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·25	67·58	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	5·22	57·46	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurganj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5	..	..	41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	3·37	36·37	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·53	76·53	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	24·09	24·09	11·16	35·25	Line subsidized by District Board.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·09	1·66	28·65	Branch line under guarantee terms.
12	Scindia State (Gwalior Light)	2′ 0″	2-12-99	294·92	294·92	*30·03	324·95	Indian State line.
13	Howrah-Amta Light	2′ 0″	1-7-07	43·87	43·87	7·18	51·05	Lines subsidized by District Board.
14	Howrah-Sheakhala Light	2′ 0″	2-2-07	19·75	19·75	1·41	21·16	
15	Jagadhri Light	2′ 0″	11-6-11	3·31	3·31	0·55	3·86	Unassisted Company's line.
16	Jorhat	2′ 0″	13-9-03	32·50	32·50	1·32	33·82	State line.
17	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
18	Matheran (Hill) Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.§
19	Mewar State	3′ 3½″	1-8-05	145·90	145·90	21·58	167·48	Indian State line.
20	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	2·42	22·52	Line subsidized by District Board.†
	TOTAL CLASS III	..	..	1,094·40	1,095·81	126·26	1,222·07	

* Includes 1·14 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
§ Receives land and rebate from Government.
† Subsidy ceased with effect from 1914-15.

for the year 1941-42—concld.

RAILWAYS.

Route mileage opened during year 1941-42.		Route mileage authorised, but not open for traffic, on 31st March 1942.				Name of Railway.
		Sanctioned but not commenced. (a)		Under construction. (b)		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram Light.
..	..	..	..	..	..	Bankura-Damodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
..	..	..	..	..	..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	..	..	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Scindia State (Gwalior Light)
..	..	..	..	..	..	Howrah-Amta Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jorhat.
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Matheran (Hill) Light.
..	..	..	..	..	..	Mewar State.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	TOTAL CLASS III.

(a) Lines sanctioned for construction more than 5 years ago but on which work has not commenced are not shown.

(b) Lines technically under construction but on which work has been suspended or held in abeyance, indefinitely, are not shown.

9.—*Mean mileage worked, number of stations and gradients on Class I Railways during the year 1941-42.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" GAUGE.														
Bengal Nagpur	2,554·1	408	1·47	19·1	194·1	881·1	182·0	1,277·7	0·87	1 in 50	10·0	573	16·3	15·3
Bombay, Baroda & Central India.	1,256·3	226	*Nil*	1·35	0·61	261·5	95·1	358·6	0·88	1 in 80	5·75	996	14·8	19·8
Eastern Bengal	898·5	244	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,367·0	741	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·4	9·36
Great Indian Peninsula.	3,379·7	491	20·8	26·1	94·1	1,046·2	407·5	1,594·7	0·16	1 in 34	9·92	600	20·5	16·1
Madras and Southern Mahratta.	1,129·8	232	*Nil*	12·8	33·0	184·4	112·4	342·6	0·80	1 in 60	8·00 (c)	716 (c)	20·7	12·0
Nizam's State	688·1	94	*Nil*	*Nil*	153·7	220·4	30·7	404·8	2·52	1 in 100	4·40	1,300	18·9 (i)	20·2 (i)
North Western	6,236·2	987	109·7	122·0	224·4	249·7	237·5	943·3	2·75	1 in 25	12·6	455	13·9	14·9
South Indian	767·1	151	*Nil*	28·5	47·5	134·2	54·2	264·4	1·16	1 in 62	7·16	800	35·3	24·0
Total	21,276·8	3,574	132·1	232·9	814·2	3,285·5	1,265·1	5,729·8						
3'3¾" GAUGE.														
Assam Bengal	1,329·0	295	10·3	47·8	31·2	182·3	39·8	311·4	10·1	1 in 37 (d)	12·0	478	14·8	35·2
Bengal and North Western.	2,170·8	366	0·11	1·52	3·16	9·17	8·88	22·8	0·11	1 in 50	8·74	656	10·0	7·96
Bikaner State	883·1	116	*Nil*	*Nil*	0·17	111·0	64·2 (k)	175·4	0·17	1 in 100	10·0 (e)	573 (e)	7·55	10·1
Bombay, Baroda & Central India.	2,015·2	293	3·40	0·48	19·0	388·4	262·7	674·0	3·40	1 in 40	8·00	716	9·55	10·3
Eastern Bengal	1,212·3	251	0·34	0·63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·5	500	11·1	10·9
East Indian	67·9	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	1,118·0	175	6·51	*Nil*	2·51	234·6	80·4	318·0	0·51	1 in 50	8·00	716	8·80	11·4
Madras and Southern Mahratta.	1,816·5	283	13·6	46·2	488·2	372·3	114·9	1,035·2	2·08	1 in 40	12·0	479	22·0	36·0
Mysore State	609·4	102	*Nil*	54·3	273·4	72·8	27·3	427·8	1·05	1 in 70	10·0	573	20·1	24·9
Nizam's State	671·8	112	*Nil*	*Nil*	11·5	352·7	175·0	539·2	0·78	1 in 100	5·00	1,146	10·8	8·92
Rohilkund and Kumaon.	563·4	105	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70 (h)	12·0 (f)	479	8·70	8·22 (g)
South Indian	1,755·7	425	24·0	30·6	82·7	355·5	134·7	627·5	0·31	1 in 53	11·5	500	17·9	15·3
Total	14,213·1	2,524	52·3	186·4	924·2	2,133·9	981·8	4,278·6						
2'6" AND 2'0" GAUGES.														
Bengal Nagpur	924·9	135	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·5	36	*Nil*	4·20	29·1	35·2	10·4	78·9	0·35	1 in 75	12·0	478	18·3	40·1
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	201·6	31	*Nil*	1·71	49·0	49·6	12·2	112·5	0·80	1 in 80	12·9	478	17·5	41·8
Mysore State	128·8	25	5·43	6·67	47·7	*Nil*	12·7	72·5	5·43	1 in 50	40·0	143	10·1 (j)	25·2 (j)
North Western	626·2	76	108·8	42·8	97·5	84·1	41·2	374·4	0·80	1 in 20	52·1	110	21·2	179·8
South Indian	37·7	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	2,180·6	317	114·7	99·6	376·8	373·9	131·4	1,096·4						
GRAND TOTAL	37,670·5	6,415	299·1	518·9	2,115·2	5,793·3	2,378·3	11,104·8						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	2,538·35	495
	Class III Railways	1,098·92	315

(b) Excludes block huts, branch booking offices, out agencies and train halts.
(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.
(d) 1 in 37 on a straight compensated to 1 in 43 on curves.
(e) Excepting Mhow Ghat section on which the maximum curvature is 10·2° and radius = 560 ft.
(f) The sharpest curve on the Travancore Ghat is 477' radius at mile Q. 431 and on the Nilgiri Ry. 318' at miles H. 15 & H. 16.
(g) The figure is for plains section, the figure for ghat section being 341·5°.
(h) Excepting the Nilgiri Mountain Rly. on which the Steepest Gradient worked is 1 in 12·28 for a length of 0·28 mile, 1 in 12·50 generally on the rack section and 1 in 25 for a length of 2·63 miles on the adhesive Section.
(i) Figures relating to Nok-Kundi-Zahidan and Landi Kotal-Landi Khana Sections (closed to traffic) not excluded while calculating the results.
(j) Figures relating to Baijnath Paprola-Jogindar Nagar (closed to traffic) not excluded while calculating the results.
(k) Include total length of gradients of 1/301 to 1/500 (20·9 miles) and 1/501 to 1/1000 (12·4 miles).

The two Narrow gauge lines were dismantled on 3-7-41 and 31-10-41 respectively.

10.—*Statement of Rolling Stock in Service on Class I Railways on the 31st March 1942.*

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity

A.—Locomotives and Rail Cars, etc.—*By gauges.*

Railway.	Locomotives.						Rail Cars (Steam propelled).			Rail Cars (Internal combustion engine propelled).			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort in lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal Nagpur	605	52	657	..	20,785,759	..	2	48	160	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	321	*35	356	2	9,366,017	10,000	..	..	..	..	..	..	40	..	7,280	50
Eastern Bengal	221	72	293	..	7,470,078	..	..	..	..	..	..	..	..	..	..	..
East Indian	1,139	430	1,569	..	37,289,218	..	3	30	270	..	..	..	..	..	..	..
Great Indian Peninsula	598	62	660	66	17,732,489	2,065,000	..	..	..	..	..	..	53	..	6,870 (c)	67
Madras and Southern Mahratta.	244	58	302	..	7,750,430	..	..	..	..	6	..	660	..	..	..	..
Nizam's State	81	4	85	..	2,122,026	..	..	..	..	4	..	336	..	..	..	..
North Western	1,056 (d)	114	1,170	..	31,643,837	..	..	..	589	12(a)	7	1,111	..	..	..	..
South Indian	(b)136	17	153	..	3,431,270	..	..	..	..	..	..	..	..	..	..	..
Total	4,401	844	5,245	68	136,991,124	2,075,000	11	78	1,019	22	7	2,107	93	..	14,150	68
3' 3¼" Gauge.																
Assam Bengal	191	13	204	..	3,168,554	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	327	29	356	..	4,618,465	..	..	..	..	..	..	..	..	..	..	..
Bikaner State	57	..	57	..	763,066	..	..	..	..	1	2	63	..	..	..	..
Bombay, Baroda and Central India.	345	75	420	..	6,434,898	..	3	36	307	..	..	..	..	..	..	..
Eastern Bengal	204	4	208	..	3,249,156	..	1	..	(h)56	..	..	..	..	..	..	..
Jodhpur	90	4	94	..	1,297,571	..	..	..	..	1	(e) 7	5	..	..	..	..
Madras and Southern Mahratta.	290	5	295	..	4,947,915	..	..	..	..	..	..	..	..	..	..	..
Mysore State	78	8	86	..	1,337,579	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	63	12	75	..	1,135,295	..	2	..	224	..	..	..	..	..	..	..
Rohilkund and Kumaon	77	5	82	..	1,138,374	..	..	..	..	..	..	..	..	..	..	..
South Indian	250	85	335	4	4,748,684	41,600	..	..	..	3	..	220	(f)24	720	528	37
Total	1,972	240	2,212	..	32,839,557	41,600	6	36	587	5	9	288	24	720	528	37
2' 6" and 2' 0" Gauges.																
Bengal Nagpur	101	8	109	..	1,616,239	..	3	18	96	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	9	18	27	..	236,279	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	9	9	..	35,940	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	10	8	18	..	254,096	..	..	..	..	1	..	58	..	..	..	..
Mysore State	12	6	18	..	116,425	..	..	..	..	..	..	..	..	..	..	..
North Western	68	32	100	..	1,439,976	..	3	..	108	6	66	..	1	15	..	13
South Indian (g)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	200	81	281	..	3,698,955	..	6	18	204	7	66	58	1	15	..	13

*Includes one Diesel Electric Shunting Engine.
(a) Includes one used as an Inspection Car without rearrangement of the seats.
(b) Includes 8 X D class engines on loan to G. I. P. Rly.
(c) Includes standing accommodation.
(d) Includes 14 engines on loan to E. I. Railway and 5 engines on loan to G. I. P. Rly.
(e) Chairs.
(f) Excludes Electric Trailer coaches.
(g) Lines closed on 31-10-41.
(h) For clayton coach only.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1942—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third
1	2	3	4	5	6	7	8	9	10	11
6' 6" Gauge.										
Bengal-Nagpur	446	..	163	3,938	39,287	11	24	..	..	(*j*)54
Bombay, Baroda and Central India	(*a*) 469	(*b*) 1,386	(*c*) 5,218	..	(*d*) 49,650	13	..	28	..	495
Eastern Bengal	232	336	51	..	29,186	16	105	..	36	441
East Indian	1,087	901	1,844	9,420	100,626**	279	76	165	..	15,992††
Great Indian Peninsula	*588	1,320	1,929	71	†62,496	..	..	..	..	..
Madras and Southern Mahratta	210	80	300	..	23,190	19	..	..	..	882
Nizam's State	46	..	..	..	5,595	14	12	24	..	519
North Western	894	208	319	1,741	91,525	74	..	..	..	3,442
South Indian	131	162	104	..	12,399	..	..	..	..	..
Total	4,103	4,393	9,928	15,170	413,954	426	217	217	36	21,825
5' 3" Gauge.										
Assam Bengal	289	1,026	..	474	17,064	10	..	..	..	270
Bengal and North Western	469	11	..	1,631	38,756	(*g*) 453	186	320	1,290	15,499
Bikaner State	49	..	..	..	4,005	36	12	96	188	638
Bombay, Baroda and Central India	560	120	60	..	44,847	178	330	576	..	2,318
Eastern Bengal	319	45	60	528	22,464	38	84	..	210	848
Jodhpur	75	32	..	..	5,528	57	23	104	312	650
Madras and Southern Mahratta	224	32	162	..	14,698	47	56	72	..	1,020
Mysore State	101	16	54	..	5,764	13	..	12	..	317
Nizam's State	52	..	..	..	4,246	(*i*) 22	54	72	..	653
Rohilkund and Kumaon	64	..	..	..	5,390	(*h*) 102	96	78	70	2,992
South Indian	(*e*)656	573	578	..	(*f*) 42,594	..	..	..	..	..
Total	2,858	1,855	914	2,633	205,356	956	841	1,330	2,070	25,205

* Includes 102 bogies (Electric Stock) Multiple units.
(*a*) Includes 120 Electric Trailer Coaches.
(*b*) Includes 684 1st class seats of Electric Stock.
(*c*) Includes 4,420 2nd class seats of Electric Stock.
(*d*) Includes 13,240 3rd class seats of Electric Stock.
**Includes 750 seats for servants in Upper class stock and 14,154 seats in 132 replaced vehicles running as Mela Stock.
††Includes 10 seats for servants in upper class stock and, 14,958 in 249 replaced vehicles running as mela stock.
(*e*) Includes 48 Trailer Electric Coaches.
† Includes 17,966 Third class seats (including standing accommodation) of (Electric Stock) Multiple Units.
(*f*) Includes 3,456 third class seats of electric stock.
(*g*) Includes 324 six-wheelers.
(*h*) Includes 27 six-wheelers.
(*i*) Six-wheelers.
(*j*) Stretchers.

19.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1942—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ GAUGE.
194	1,591	3,037	2,741	2,078	11	69	117	..	..	Bengal Nagpur.
120	1,002	1,819	150	3,873	7	35	70	..	14	Bombay, Baroda and Central India
248	1,663	2,812	8,140	9,301	13	74	135	54	72	Eastern Bengal.
485	2,856	6,175	11,073	‡‡13,212	13	90	141	..	¶8	East Indian.
‡297	§3,171	§6,734	2,321	§8,313	..	..	..	..	..	Great Indian Peninsula.
171	416	2,156	2,649	7,480	4	16	24	..	..	Madras and Southern Mahratta.
27	197	484	..	794	4	24	50	..	..	Nizam's State.
552	3,628	5,233	11,972	28,856	45	332	402	..	..	North Western.
63	652	1,752	..	(r) 1,186	..	..	..	..	..	South Indian.
2,257	15,176	30,232	39,046	75,093	97	640	939	54	94	Total.
										3′ 3¾″ GAUGE.
154	918	..	2,030	4,704	..	..	..	..	..	Assam Bengal.
68	552	781	778	742	(l) 115	567	576	587	831	Bengal and North Western.
(t) 19	102	111	221	482	9	54	54	..	..	Bikaner State.
164	1,230	1,773	481	3,252	21	126	126	..	..	Bombay, Baroda and Central India.
168	924	974	2,126	3,260	55	302	326	212	264	Eastern Bengal.
55	150	266	924	1,066	14	44	56	34	..	Jodhpur.
151	316	1,017	1,815	3,423	7	28	42	..	..	Madras and Southern Mahratta.
42	156	438	180	834	1	4	6	..	..	Mysore State.
17	123	276	..	232	‖5	33	68	..	..	Nizam's State.
30	159	216	434	818	(m) 20	67	69	130	145	Rohilkund and Kumaon.
162	871	2,440	150	(s) 3,309	..	..	..	..	..	South Indian.
1,030	5,501	8,292	9,139	22,122	247	1,225	1,323	963	1,240	Total.

‡ Includes 51 Bogies (Electric Stock) Multiple units.
§ Includes 1,083 First, 3,098 Second and 3,019 Third class seats of Electric Stock; and excludes 52, 56 and 100 Dining seats respectively.
‖ Six-Wheelers.
(l) Includes 86 six-wheelers.
(m) Includes 6 six-wheelers.
‡‡ Includes 2,218 seats for servants in Upper class stock.
¶ Represent seats for servants in Upper class stock.
(r) Includes 231 servants.
(s) Includes 8 servants.
(t) Includes 2 kitchen bogies III class with 60 III seats each.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1942*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Composite passenger carriages with brake van or mail accommodation.										Military cars.		Dining cars.	
	Bogies.					*Four wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third		1st.	2nd.	Inter.	Third.				
25	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5' 6" Gauge.														
Bengal Nagpur	149	..	..	196	8,740	1	..	..	..	37	..	..	16	(m)412
Bombay, Baroda and Central India.	101	..	..	824	5,832	..	..	..	..	..	..	..	9	288
Eastern Bengal	187	40	60	486	16,521	2	..	..	..	60	..	..	2	72
East Indian	533	20	34	558	33,470	9	..	..	..	383	..	..	(d)18	(f)455
Great Indian Peninsula	234	112	192	..	**11,328	..	..	..	..	..	112	†3,983	25	(c)792
Madras and Southern Mahratta.	144	..	..	472	8,125	1	..	..	..	50	..	..	5	142
Nizam's State	26	..	..	..	1,025	..	..	..	..	..	..	..	..	..
North Western	531	1,062	1,175	1,377	22,398	..	..	..	..	..	18	1,152	26	660
South Indian	112	72	144	..	(o) 7,367	..	..	..	..	..	..	..	2	64
Total	2,017	1,306	1,605	3,913	114,806	13	..	..	..	530	130	5,135	103	2,885
3' 3¼" Gauge.														
Assam Bengal	171	..	..	1,398	5,262	8	..	..	..	32	..	..	2	(e)46
Bengal and North Western	47	..	..	..	2,255	(a)25	..	..	..	632	.	..	1	8
Bikaner State	21	..	..	..	1,202	1	..	..	..	22	..	..	..	..
Bombay, Baroda and Central India.	199	..	..	..	10,682	..	..	..	..	..	..	..	3	(b)120
Eastern Bengal	160	10	10	162	6,350	7	3	3	..	119	..	..	2	30
Jodhpur	74	..	..	..	3,867	4	..	..	..	80	..	..	1	(m)64
Madras and Southern Mahratta.	153	..	..	592	4,662	86	..	..	..	1,095	..	..	..	..
Mysore State	53	..	..	48	1,883	29	..	..	..	369	..	..	4	124
Nizam's State	22	..	128	..	460	*2	..	..	..	42	..	..	..	..
Rohilkund and Kumaon	22	..	..	19	1,120	*1	..	..	13	19	..	..	(n) 1	(g)25
South Indian	343	..	..	..	18,470	..	..	..	..	..	..	..	5	96
Total	1,265	10	138	2,219	56,213	163	3	3	13	2,410	..	..	22	519

* Six-wheeler's.

† Includes 63 First class and 2904 Third class seats and 916 first class and 100 Third class berths respectively but excludes 48 dining seats.

(a) Includes 17 six-wheelers.

(b) Includes Dining seats of 6 Bogies 1st. & 2nd and Dining Cars included in the number 164 shown under column 12, page 81.

(c) Excludes 174 seats for servants.

(d) Includes 11 six-wheeled Bogies.

(e) 36 First class and 10 Third class.

(f) 350 upper class and 105 Third class.

(g) Includes 1 Berth for Manager.

** Excludes 32 Dining seats.

(m) Chairs.

(n) Bogie.

(o) Includes 30 servants.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1942*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Saloons, Royal and State.				Reserved carriages (for use of the public).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ Gauge.
2	7	..	..	6	30	..	..	836	Bengal Nagpur.
1	6	..	..	13	78	§10	90	743	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	705	Eastern Bengal.
13	35	..	..	(*k*)24	155	2	4	463	East Indian.
5	17	..	..	18	(*q*)193	..	..	1,279	Great Indian Peninsula.
3	(*l*)6	..	..	4	21	‡2	12	563	Madras and Southern Mahratta.
(*p*)¶11	62	(*p*) 3	6	6	46	..	..	137	Nizam's State.
26	121	..	..	(*i*)24	(*q*)192	..	..	2,290	North Western.
2	18	..	..	2	16	..	..	312	South Indian.
65	278	3	6	100	651	‡4	106	9,328	Total.
									3′ 3½″ Gauge.
1	3	1	6	1	3	..	..	637	Assam Bengal.
2	4	‡1	2	..	..	(*h*)14	22	1,195	Bengal and North Western.
(*r*)3	14	..	..	1	5	4	13	143	Bikaner State.
6	22	1	1	16	94	..	..	1,148	Bombay, Baroda and Central India.
2	4	..	..	2	5	..	..	753	Eastern Bengal.
..	..	..	..	..	..	..	..	283	Jodhpur.
1	4	..	..	1	6	1	3	671	Madras and Southern Mahratta.
6	18	..	..	..	..	2	8	251	Mysore State.
(*p*) 4	18	(*p*) ‡1	4	1	3	‡1	4	127	Nizam's State.
..	..	..	..	..	..	(*j*)3	4	243	Rohilkund and Kumaon.
2	4	..	..	3	38	..	..	1,171	South Indian.
27	90	4	12	25	154	25	54	6,622	Total.

§ Includes 3 six-wheeled saloons with 6 berths.
¶ Includes 3 First class State carriages
‡ Six-wheeled.
(*i*) Includes 2 bogie III class tourist cars with 42 seats each.
(*q*) In addition there are 13 berths for clerks and 87 for servants.
(*r*) Includes 2 State saloons 12 wheelers.
(*s*) 109 First class + 84 third class.
(*h*) Includes 1 six-wheelers.
(*j*) Includes 1 six-wheeler.
(*k*) Includes 12 six-wheeled Bogies.
(*l*) Excludes 12 dining seats.
(*p*) State stock for private use.

10.—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1942*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—contd.

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages.)		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ Gauge.									
Bengal Nagpur	..	..	30	..	78	41	246	10	64
Bombay, Baroda and Central India	..	..	..	..	58	25	150	120	25
Eastern Bengal	3	..	..	..	49	39	234	144	98
East Indian	..	..	..	10	231	129	774	(e)19	(d)64
Great Indian Peninsula	9	..	..	2	50	93	537	22	261
Madras and Southern Mahratta	..	..	..	4	57	27	162	85	2
Nizam's State	..	..	..	1	7	13	78	..	*29
North Western	12	..	..	..	113	132	792	139	(a) 424
South Indian	12	..	..	..	23	12	72	50	..
Total	36	..	30	17	666	511	3,045	589	967
2′ 6″ Gauge.									
Assam Bengal	9	58	..	..	30	12	48	5	43
Bengal and North Western	..	..	..	..	(c) 53	30	120	..	(b) 3
Bikaner State	..	..	..	..	4	8	32	1	..
Bombay, Baroda and Central India	..	..	..	..	59	71	284	16	6
Eastern Bengal	5	..	..	1	37	33	132	165	58
Jodhpur	..	..	..	..	(f)10	8	32	12	3
Madras and Southern Mahratta	..	..	..	..	29	31	124	34	13
Mysore State	..	..	..	..	10	18	72	25	10
Nizam's State	..	..	..	..	4	12	48	..	†3
Rohilkund and Kumaon	..	..	1	..	9	12	48	6	7
South Indian	12	..	3	..	45	40	92	9	8
Total	26	58	4	1	290	275	1,032	273	152

* Includes 3 State Vehicles detailed against remark (1).
(a) Includes 162 Cold Storage Vans and 23 Insulated Fruit Vans.
(b) Includes 1 six-wheeler.
(c) Includes 32 six-wheelers.
(d) Includes one six-wheeled Bogie and 3 Bogie Parcel Vans provided with insulation in one comptt. of each.
(e) 3 Bogie Luggage Vans are provided with insulation in one comptt. of each.
(f) Includes 4 combined Motor and Parcel Vans.
† State Stock for private use.

10—*Statement of Rolling Stock in service on Class I Railways on the 31st March 1942*—contd.

B.—Coaching Stock—*Broad and Metre gauges*—concld.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Brake vans used exclusively on passenger service.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.					
No.	No.		(Cols. 46, 58 to 60.)	No.	Berths.	
58	59	60	61	62	63	64
						5′ 6″ Gauge.
..	..	223	1,059	175	133 (g)	Bengal Nagpur.
32	1	228	1,004	20	40	Bombay, Baroda and Central India.
..	12	333	1,050	90	122 (h)	Eastern Bengal.
..	71	453	2,987	(n)572	262	East Indian.
13	12	437	1,741	199	261	Great Indian Peninsula.
..	32	175	770	92	270	Madras and Southern Mahratta.
..	..	50	‡187	12	22	Nizam's State.
..	79	820	3,189	258	453	North Western.
..	..	97	409	33	45	South Indian.
45	207	2,816	12,396	1,451	1,668	Total.
						3′ 3¾″ Gauge.
..	..	157	794	115	317	Assam Bengal.
1	(j)162	86	1,444	(k)152	48	Bengal and North Western.
..	21	13	177	(o)22	16	Bikaner State.
30	3	152	1,333	28	46	Bombay, Baroda and Central India.
..	33	297	1,083	125	129 (h)	Eastern Bengal.
4	11	33	331	59	127	Jodhpur.
..	..	101	778	99	130	Madras and Southern Mahratta.
11	..	63	325	14	37	Mysore State.
..	13	19	(i)159	(m)23	15	Nizam's State.
..	..	35	278	(l)13	17	Rohilkund and Kumaon.
..	..	117	1,288	53	77	South Indian.
46	243	1,079	7,990	703	959	Total.

‡ Includes 17 units of State Stock for private use.
(g) Excludes 10 chairs.
(h) Excluding those of one Inspection Car and one electric charging van.
(i) Includes 8 units of State Stock for private use.
(j) Includes 122 six-wheelers.
(k) Includes 39 six-wheelers and 5 bogies.
(l) Includes 5 six-wheelers.
(m) Includes 14 workmen's train Carriages, not intended for traffic purposes.
(n) Includes 1 six-wheeled Reserved & 1 six-wheeled Bogie Reserved.
(o) Includes 2 officers' carriages six-wheelers.

10.—Statement of Rolling Stock in service on Class I Railways

C.—Goods

Note.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" Gauge.												
Bengal Nagpur	..	7,694	..	..	164,292	..	12,596	..	..	261,946	..	34
Bombay, Baroda & Central India.	302	5,803	..	..	132,800	16	2,078	..	..	45,988	..	..
Eastern Bengal	913	6,323	..	2	145,056	..	147	..	2	3,336	205	479
East Indian	..	30,593	6	2	611,781	..	17,287	12	14	364,437	..	387
Great Indian Peninsula.	2,060	8,705	..	1,054	259,849	462	2,512	..	215	69,711	376	185
Madras & Southern Mahratta.	280	4,036	..	..	94,263	3	988	..	73	25,579	..	330
Nizam's State	..	965	..	..	20,769	..	1,103	..	..	24,363	..	(*h*) 160
North Western	361	22,147	166	130	508,930	1	2,875	49	51	75,867	3	1,515
South Indian	..	1,502	..	..	33,051	..	614	..	..	13,621	..	..
Total	3,916	87,768	172	1,188	1,970,791	482	40,200	61	355	884,839	584	3,090

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3¾" Gauge.												
Assam Bengal	350	3,777	109	..	47,191	2	..	29	..	600	..	..
Bengal & North Western.	3,815	5,139	955	..	113,939	..	..	..	..	..	422	462
Bikaner State	641	149	..	67	10,059	..	..	..	..	..	72	..
Bombay, Baroda & Central India.	66	4,830	393	95	66,494	182	128	416	14	11,300	..	240
Eastern Bengal	127	2,415	195	1,255	70,259	..	10	1	11	468	126	135
Jodhpur	..	1,514	254	244	23,147	..	..	..	..	..	..	89
Madras & Southern Mahratta.	197	2,342	1,763	40	61,081	..	540	65	43	10,388	4	..
Mysore State	2	575	300	31	14,249	..	176	136	46	5,855	..	9
Nizam's State	..	(*d*) 837	..	..	10,540	..	*33	..	..	373	..	†230
Rohilkund and Kumaon.	303	1,000	874	..	30,762	..	..	30	..	540	2	188
South Indian	346	773	1,896	45	50,277	40	126	176	350	12,580	..	..
Total	5,847	23,351	6,640	1,777	497,998	224	1,013	847	464	42,104	626	1,353

* 3 of these have been coupled to goods brake vans.
† Includes 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.
(*d*) Includes 16 wagons used as temporary coaching vehicles.
(*h*) Includes 12 wagons suitable for carrying motor cars.

on the 31st March 1942.—Broad and Metre gauges—contd.

Stock.

columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
					Timber or rail wagons.										
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	24 tons and under.	Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
..	..	666	28	10	249	601	35	147	1,123	22,517	457	429	79	16	B. N.
§36	224	10,578	1,112	12	73	..	34	135	1	9,826	193	487	16	(k)18	B. B. & C. I.
6	..	14,778	..	4	7	97	112	89	103	8,489	115	96	29	6	E. B.
..	..	8,208	100	34	9	506	25	607	362	49,044	956	1,298	124	39	E. I.
..	..	9,563	1,437	32	180	70	84	227	29	17,628	443	550	85	(e)21	G. I. P.
..	..	6,991	3	29	99	9	56	130	7	6,043	132	104	33	(d)17	M. & S. M.
..	..	3,452	..	..	10	..	..	..	..	2,238	37	163	5	††15	N. S.
..	142	40,094	2	48	..	420	127	499	†428	28,973	412	407	97	(f)20	N. W.
..	..	..	..	21	101	12	29	6	4	2,289	77	177	7	1	S. I.
42	366	94,330	2,682	190	728	1,724	502	1,840	2,057	147,947	2,822	3,711	475	153	Total

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
					Timber or rail wagons.										
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	15 tons and under.	Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3½″ GAUGE.
..	..	..	12	1	..	135	180	116	159	4,861	1	455	18	(j) 4	A. B.
28	..	9,715	..	..	237	100	..	82	1	11,241	109	35	43	1	B. & N. W.
(n)27	118	3,806	40	1	..	..	..	(o)58	..	1,173	8	60	1	..	Bk. S.
158	..	5,889	918	25	4	226	6	24	24	7,843	157	639	45	(j) 5	B. B. & C. I.
60	107	6,957	..	8	78	171	11	53	11	4,784	79	101	31	..	E. B.
2	212	5,445	35	6	..	..	10	26	..	2,392	46	83	2	6	Jodhpur.
100	45	3,223	116	11	93	21	26	55	152	5,618	225	95	30	(m) 1	M. & S. M.
..	4	290	42	3	45	20	6	26	..	1,430	36	2	22	(c)6	Mysore State.
..	2	2,793	..	..	10	..	1	9	(i)40	1,162	43	97	6	..	N. S.
..	..	2,152	..	2	59	50	..	..	7	2,515	61	73	26	(f) 2	R. & K.
..	4	88	..	15	..	93	14	85	13	3,978	202	1,123	17	1	S. I.
375	492	40,363	1,163	72	531	827	254	534	407	43,797	967	2,763	244	26	Total.

§ Includes one six-wheeler. † Includes 422 sugar cane and fire-wood trucks. (c) 5 Buses and 1 lorry.
†† Includes 3 motor cycles with side cars. (d) Includes 3 internal combustion rail-motor wagons.
(e) Includes 17 motor cars and motor vans used for departmental purposes. (f) Includes 1 motor lorry employed on deptl. service.
(i) Sugar cane trucks. (j) These are all employed for departmental use. (k) Includes 9 used for departmental purposes.
(m) Exclusively used on Departmental service. (n) Includes 2 caboose vans.
(o) Includes 29 six wheelers water tanks.

10.—Statement of Rolling Stock in service on Class I Railways on the 31st March 1942—concld.

Coaching Stock—(*Narrow gauge*).

Note.—The term 'in units' occurring in certain columns of this Statement indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Passenger vehicles. (For public use.)					Other coaching vehicles (including brake vans for public use). In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailer for public use. In units.
	No. (in units).	Seats by Classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	324	47	608	986	9,070	35	359	23	..
Bombay, Baroda and Central India	76	(a)	185	(a)	3,165	...	76	...	..
Eastern Bengal	55	72	30	110	1,372	..	55	..	..
Great Indian Peninsula	44	54	..	..	1,724	2	46	3	..
Mysore State	32	(a)	51	(a)	1,448	1	33	2	..
North Western	281	353	570	856	9,304	60	341	11	..
South Indian (b)	..	..	..	..	..	..	..	..	..
Total	812	526	1,444	1,952	26,083	98	910	39	..

Goods Stock—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans).		Railway service wagons. (In units).	Remarks.
	Number (In units).	Total capacity (in tons).		
1	2	3	4	5
2′ 6″ and 2′ 0″ Gauges.				
Bengal Nagpur	*1,955	**30,462	16	
Bombay, Baroda and Central India	‖341	¶4,205	1	
Eastern Bengal	†27	††139	—	
Great Indian Peninsula	‡182	‡‡2,842	30	
Mysore State	(e)134	(d)1,191	13	
North Western	§837	§§10,966	66	
South Indian (b)	..	..	..	
Total	3,476	49,805	126	

* Includes 272 special wagons.
† Includes 5 special wagons.
‡ Includes 3 special wagons.
§ Includes 142 special wagons.
‖ Includes 20 special wagons.
¶ Includes 75 tons carrying capacity of 20 special wagons.
** Includes 2,960 tons carrying capacity of 272 special wagons.
†† Includes 20 tons carrying capacity of 5 special wagons.
‡‡ Includes 18 tons carrying capacity of 3 special wagons.
§§ Includes 1,029 tons carrying capacity of 142 special wagons.
(a) Included in column 4.
(b) Lines closed on 31-10-41.
(d) Includes 6 tons carrying capacity of 2 special wagons.
(e) Includes 2 special wagons.

11—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS IN ROLLING STOCK ON CLASS I RAILWAYS DURING THE YEAR 1941-42.

11.—*Statement of net additions to, or reductions in*

Note 1.—The figures in this statement are not susceptible of comparison with the previous year due to certain adjustments carried out at

Note 2.—The term 'in units' occurring in certain columns of this statement indicates that the figures in these columns have been

Railway.	Locomotives.			Rail Cars (Steam Propelled).		Rail Cars (Internal Combustion Engine Propelled).		Electric Motor Coaches.		Coaching vehicles used exclusively	
	Steam.	Electric.								Pass	
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5' 6" GAUGE.											
Bengal Nagpur	—3	..	21,087	..	..	..	..	..	..	—6	—63
Bombay, Baroda and Central India	—4	..	—48,720	..	..	..	..	..	..	2	—401
Eastern Bengal	..	..	..	..	..	..	..	..	..	—11	75
East Indian	..	..	..	..	..	..	..	..	..	—17	—43
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	28	504
Madras and Southern Mahratta	..	..	..	..	..	..	..	..	..	—7	—3
Nizam's State	..	..	..	..	..	..	..	..	..	7	—27
North Western	30	..	672,354	..	..	..	..	..	..	—12	—20
South Indian	..	..	..	..	..	..	..	..	..	—7	—35
Total	23	..	644,721	..	..	..	..	..	..	—23	—23
3' 3¼" GAUGE.											
Assam-Bengal	1	..	24,738	..	..	..	..	..	..	—6	—12
Bengal and North Western	—44	..	—770,044	..	..	..	..	..	..	—32	6
Bikaner State	..	..	..	..	..	..	..	..	..	12	—7
Bombay, Baroda and Central India	—55	..	—802,805	..	..	..	..	..	..	—96	—152
Eastern Bengal	—17	..	—255,433	..	..	..	..	..	..	7	—50
Jodhpur	—9	..	—127,288	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	—25	..	—483,544	..	..	..	..	..	..	—35	—60
Mysore State	..	..	..	..	..	..	..	..	..	6	..
Nizam's State	—3	..	—134,466	..	..	..	..	..	..	—3	—6
Rohilkund and Kumaon	—7	..	—111,939	..	..	..	..	..	..	2	12
South Indian	—46	..	—716,167	..	..	..	..	..	..	—6	..
Total	—210	..	—3,376,948	..	..	..	..	..	..	—151	—269
2' 6" & 2' 0" GAUGES.											
Bengal Nagpur	—2	..	—26,714	..	..	..	..	..	..	7	—36
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	2	..
Eastern Bengal	..	..	..	..	..	..	..	..	..	—1	6
Great Indian Peninsula	—3	..	—55,296	..	..	..	..	..	..	—4	—12
Mysore State	..	..	—2,559	..	..	..	..	..	..	..	..
South Western	..	..	..	..	..	..	..	..	..	—1	—5
South Indian	—11	..	—138,909	..	..	..	..	..	..	—34	..
Total	—16	..	—222,578	..	..	..	..	..	..	—31	—47

Rolling Stock on Class I Railways during the year 1941-42—(By gauges).

the instance of the railways.

arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers' carriages, Inspection trollies, Travelling cranes and Dummy Trucks.			
enger carriages. Seats.			Other coaching vehicles including brake vans (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).			Road Motors.	Railway.
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
13	14	15	16	17	18	19	20	21	22	23	24	25
												5' 6" GAUGE.
—36	488	—1,202	..	—28	—673	—9	—15,265	7	—10	34	..	Bengal Nagpur.
—1,268	—583	2,199	23	—12	—204	—3	—61	6	..	—24	..	Bombay, Baroda and Central India.
60	—343	—529	..	—13	—894	—9	—104	12	24	—19	1	Eastern Bengal.
—92	—39	—1,657	1	—344	—7,553	37	967	—49	..	11	2	East Indian.
—56	..	—253	—1	—441	—9,902	—136	—2,978	—18	21	11	1	Great Indian Peninsula.
—24	273	—448	..	—2	—38	—2	—46	2	1	2	..	Madras and Southern Mahratta.
—62	..	725	—2	—4	—88	—2	—41	—5	..	..	1	Nizam's State.
92	435	—1,616	—7	—591	2,628	—59	9,143	31	1	..	..	North Western.
..	..	—483	1	—5	—86	..	17	4	..	..	..	South Indian.
—1,386	231	—3,264	15	—1,440	—16,810	—183	—8,368	—10	40	15	5	Total.
												3' 3½" GAUGE.
..	..	172	7	—164	—1,755	—11	—220	—57	..	—142	..	Assam-Bengal.
..	265	—2,143	..	—760	—9,114	—486	—5,832	—157	32	—4	..	Bengal and North Western.
..	30	332	..	—8	(b)	(a)	(b)	(a)	6	—17	..	Bikaner State.
—141	..	—5,738	—9	—911	—11,743	—252	—3,856	—89	..	2	..	Bombay, Baroda and Central India.
32	29	389	—1	—826	—7,585	—112	—1,575	—38	22	—40	..	Eastern Bengal.
..	..	—24	6	—294	—4,553	—82	—1,275	—1	8	—13	—4	Jodhpur.
—36	..	—2,152	..	—681	—12,181	—195	—2,895	—84	4	—14	..	Madras and Southern Mahratta.
..	..	382	6	..	..	—16	—84	—7	..	..	..	Mysore State.
—32	..	—115	..	—130	—1,838	..	..	—12	..	..	..	Nizam's State.
3	29	—39	..	—278	—3,336	—67	—810	—5	..	..	..	Rohilkund and Kumaon.
208	..	—700	—3	—461	—5,461	—229	—3,043	—74	..	—285	..	South Indian.
34	353	—9,636	6	—4,513	(c) —57,586	—1,450	(c) —19,590	—504	72	—513	—4	Total.
												2' 6" & 2' 0" GAUGES.
99	59	113	5	..	—159	..	247	..	..	..	..	Bengal Nagpur.
9	..	64	..	..	..	1	8	2	..	..	..	Bombay, Baroda and Central India.
..	..	—24	..	—1	—4	—2	—8	..	..	..	..	Eastern Bengal.
..	..	—132	..	—16	—266	—6	—100	..	..	..	..	Great Indian Peninsula.
3	..	296	..	..	..	..	..	..	..	..	..	Mysore State.
—10	—13	..	..	—1	—468	—2	—36	..	1	..	..	North Western.
—40	..	—783	..	—30	—285	—48	—480	..	—1	—1	..	South Indian.
61	46	—466	5	—48	—1,182	—57	—369	2	..	—1	..	Total.

(a) Included in covered wagons (col. 17).
(b) Figures are not available.
(c) Exclusive of Bikaner State Railway.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic. (a)	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1940-41*	*19,2*	*87,5*	*1,534,3*	*16,368,3*	*18,009,3*	*569,6*	*21,9*	*98,1*
	1941-42	22,9	108,9	1,572,6	17,615,0	19,319,4	612,6	27,5	123,5
Bombay, Baroda and Central India	*1940-41*	*36,1*	*1,429,8*	*73,5*	*66,899,1*	*68,438,5*	*3,750,4*	*44,1*	*1,483,0*
	1941-42	86,4	1,868,4	92,4	73,528,0	75,575,2	3,161,0	98,1	1,960,4
Eastern-Bengal	*1940-41*	*35,8*	*268,0*	*2,437,0*	*32,427,3*	*35,168,1*	*1,238,7*	*41,6*	*293,9*
	1941-42	48,2	348,8	2,925,1	34,535,9	37,858,0	1,153,6	54,3	367,2
East Indian	*1940-41*	*57,2*	*348,5*	*3,603,1*	*60,713,1*	*64,721,9*	*2,618,7*	*66,9*	*393,9*
	1941-42	76,0	455,4	4,354,7	61,280,8	66,166,9	2,867,1	94,5	505,9
Great Indian Peninsula	*1940-41*	*50,3*	*717,3*	*130,2*	*58,460,1*	*59,357,9*	*2,109,1*	*68,1*	*772,6*
	1941-42	92,9	1,028,3	204,3	67,525,3	68,850,8	3,079,0	115,3	1,102,2
Madras and Southern Mahratta	*1940-41*	*9,3*	*97,3*	*407,2*	*16,666,6*	*17,180,4*	*977,2*	*17,7*	*127,5*
	1941-42	11,6	119,6	535,0	18,910,4	19,576,6	1,322,6	24,1	163,2
Nizam's State	*1940-41*	*4,0*	*22,0*	*2,8*	*3,116,5*	*3,145,3*	*297,9*	*7,7*	*33,8*
	1941-42	6,3	26,8	5,0	3,200,0	3,238,1	357,8	13,5	45,8
North-Western	*1940-41*	*54,9*	*306,4*	*1,870,3*	*77,369,2*	*79,600,8*	*1,111,3*	*67,1*	*340,3*
	1941-42	92,1	424,0	2,794,8	89,506,6	92,817,5	1,368,3	115,3	476,3
South Indian	*1940-41*	*5,2*	*73,9*	*Nil*	*12,578,1*	*12,657,2*	*586,2*	*7,8*	*86,9*
	1941-42	5,8	104,1	Nil	13,211,5	13,321,4	953,5	10,7	124,6
TOTAL 5′ 6″ GAUGE	*1940-41*	*272,0*	*3,350,7*	*10,058,4*	*344,598,3*	*358,279,4*	*13,259,3*	*342,9*	*3,619,1*
	1941-42	442,2	4,434,3	12,483,9	379,313,5	396,723,9	14,875,5	553,3	4,869,1
3′ 3⅜″ GAUGE.									
Assam Bengal	*1940-41*	*33,0*	*9*	*418,2*	*15,540,5*	*15,992,6*	*276,6*	*37,6*	*1,0*
	1941-42	36,4	7	447,1	15,855,8	16,340,0	310,4	41,9	8
Bengal and North Western	*1940-41*	*9,8*	*85,3*	*860,0*	*31,483,9*	*32,439,0*	*1,185,0*	*10,6*	*90,0*
	1941-42	13,1	93,5	1,010,1	31,993,2	33,109,9	1,254,8	13,6	99,2
Bikaner State	*1940-41*	§	§	§	§	§	§	§	§
	1941-42	1,3	7,1	14,1	2,330,1	2,352,6	243,6	1,9	11,8
Bombay, Baroda and Central India	*1940-41*	*8,0*	*84,4*	*28,8*	*24,237,1*	*24,358,3*	*4,127,3*	*15,6*	*128,5*
	1941-42	11,9	110,1	33,0	22,695,0	22,850,0	3,001,7	23,6	173,6

Class I Railways for the years 1940-41 and 1941-42.

of Electric Multiple Unit suburban trains.)

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,558,1	*16,900,8*	*18,578,9*	*22,208,5*	*5,702*	*17,814*	*64,622*	*801,670*	*889,808*	Bengal Nagpur.
1,601,4	18,179,6	19,932,0	24,012,1	7,130	24,068	72,296	841,403	944,897	
80,9	*70,580,9*	*72,188,9*	*101,545,5*	*16,421*	*41,190*	*25,506*	*1,364,629*	*1,381,746*	Bombay, Baroda and Central India.
102,0	76,575,7	78,736,2	105,302,2	15,941	55,025	31,138	1,293,051	1,395,155	
2,596,1	*33,475,2*	*36,406,8*	*51,279,8*	*4,243*	*13,394*	*55,685*	*731,633*	*804,955*	Eastern Bengal.
2,989,7	35,600,4	39,011,6	54,950,3	4,961	16,078	64,665	779,313	865,017	
3,692,5	*63,198,2*	*67,340,6*	*67,340,6*	*17,329*	*53,635*	*211,369*	*3,357,322*	*3,644,655*	East Indian.
4,465,2	63,968,4	69,034,9	69,034,0	25,907	83,626	267,938	3,511,832	3,889,303	
188,7	*60,437,6*	*61,467,0*	*62,907,5*	*12,942*	*57,858*	*38,678*	*2,006,593*	*2,122,071*	Great Indian Peninsula.
263,6	70,448,7	71,929,8	73,348,0	31,899	84,545	58,505	2,359,534	2,534,483	
431,3	*17,581,1*	*18,157,6*	*33,167,4*	*5,000*	*17,103*	*20,204*	*581,119*	*623,426*	Madras and Southern Mahratta.
564,9	20,147,0	20,899,2	38,160,1	6,974	23,678	27,990	668,339	727,481	
5,8	*3,395,9*	*3,443,2*	*8,898,9*	*1,169*	*4,918*	*865*	*174,471*	*181,363*	Nizam's State.
10,3	3,526,3	3,595,9	9,389,4	2,477	7,336	1,396	197,938	209,147	
1,913,1	*78,391,6*	*80,712,1*	*81,318,9*	*18,119*	*55,789*	*116,734*	*3'182,802*	*3,378,444*	North Western.
2,850,8	90,743,4	94,185,8	94,934,1	32,192	82,339	165,984	3'769,724	4,050,239	
Nil	*13,148,9*	*13,243,9*	*57,349,8*	*1,342*	*7,866*	*Nil*	*293,731*	*302,879*	South Indian
Nil	14,139,6	14,274,9	62,066,2	1,875	9,672	Nil	327,374	338,921	
10,466,5	*357,110,2*	*371,538,7*		*82,207*	*274,507*	*533,663*	*12,438,970*	*13,329,347*	TOTAL 5′ 6″ GAUGE.
12,847,9	393,329,1	411,599,4		129,356	386,367	689,912	13,749,009	14,954,643	
									3′ 3¾″ GAUGE.
433,7	*15,796,9*	*16,269,2*	*16,269,2*	*2,762*	*10*	*19,884*	*428,713*	*451,370*	Assam Bengal
463,8	16,143,9	16,650,4	16,650,4	3,428	7	22,055	466,527	492,017	
876,9	*32,646,5*	*33,624,0*	*33,624,0*	*1,148*	*6,904*	*38,950*	*1,241,040*	*1,288,042*	Bengal and North Western.
1,030,7	33,221,2	34,364,7	34,364,7	1,511	7,854	46,671	1,321,871	1,377,907	
§	§	§	§	§	§	§	§	§	Bikaner State.
17,9	2,564,6	2,596,2	2,596,2	144	922	1,191	112,780	115,037	
39,0	*28,302,6*	*28,485,6*	*	*1,932*	*11,941*	*1,923*	*1,049,746*	*1,065,542*	Bombay, Baroda and Central India.
46,6	25,607,9	25,851,7	*	2,852	16,153	2,232	1,041,857	1,063,094	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

* Included under 5′ 6″ gauge

§ Included under class II Railways.

12.—Statement of Passenger Revenue Statistics of

(Includes also passenger revenue statistics

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds): 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passen- 1st. 9	2nd. 10
3' 3¼" GAUGE—*concld.*									
Eastern Bengal	*1940-41*	*6,2*	*39,4*	*487,3*	*13,543,2*	*14,076,8*	*1,572,1*	*12,5*	*55,3*
	1941-42	11,1	40,3	531,3	14,515,0	15,097,7	1,555,2	17,1	56,2
Jodhpur	*1940-41*	*1,9*	*21,8*	*147,0*	*4,986,4*	*5,157,1*	*444,9*	*4,5*	*32,6*
	1941-42	2,4	25,3	199,6	5,157,8	5,385,1	553,1	6,8	41,8
Madras and Southern Mahratta.	*1940-41*	*4,2*	*45,3*	*295,4*	*14,937,3*	*15,282,2*	*891,9*	*8,5*	*61,8*
	1941-42	4,6	41,8	412,1	17,080,2	17,538,7	1,217,0	11,2	64,2
Mysore State	*1940-41*	*3,5*	*56,8*	*9,8*	*8,015,0*	*8,085,1*	*167,7*	*5,3*	*62,9*
	1941-42	5,8	74,5	13,2	9,448,2	9,541,7	193,4	8,4	82,4
Nizam's State	*1940-41*	*2,9*	*27,4*	*Nil*	*5,365,7*	*5,396,0*	*134,9*	*3,6*	*30,9*
	1941-42	3,6	34,4	Nil	5,361,1	5,399,1	454,7	4,9	44,5
Rohilkund and Kumaon	*1940-41*	*2,8*	*18,5*	*81,5*	*8,086,4*	*8,189,2*	*261,5*	*3,8*	*22,9*
	1941-42	5,4	23,7	91,2	7,474,9	7,595,2	246,0	7,4	29,0
South Indian	*1940-41*	*11,7*	*259,4*	*4,9*	*43,646,4*	*43,922,4*	*579,6*	*17,6*	*274,0*
	1941-42	17,5	348,8	6,4	47,635,0	48,007,7	742,9	31,6	379,1
TOTAL 3' 3¼" GAUGE	*1940-41*	*84,2*	*639,2*	*2,333,4*	*169,841,9*	*172,898,7*	*9,641,5*	*119,5*	*757,9*
	1941-42	113,1	800,2	2,758,1	179,546,3	183,217,7	9,772,8	168,4	982,6
2' 6" AND 2' 0" GAUGES.									
Bengal Nagpur	*1940-41*	*6*	*6,2*	*54,9*	*3,689,5*	*3,751,2*	*160,0*	*1,2*	*9,4*
	1941-42	6	8,3	57,3	4,142,8	4,209,0	177,1	1,6	13,3
Bombay, Baroda and Central India.	*1940-41*	*Nil*	*3,4*	*Nil*	*2,976,7*	*2,980,1*	*1,023,5*	*Nil*	*3,9*
	1941-42	Nil	3,4	Nil	1,996,3	1,999,7	262,0	Nil	4,4
Eastern Bengal	*1940-41*	..	*2,3*	*3,3*	*687,7*	*694,3*	*80,3*	*1*	*3,2*
	1941-42	..	3,5	5,7	780,9	790,1	93,2	..	4,8
Great Indian Peninsula	*1940-41*	*	*8*	*	*1,571,0*	*1,571,8*	*136,7*	*	*1,1*
	1941-42	*	1	*	1,507,0	1,508,1	101,8	*	1,4
Mysore State	*1940-41*	*Nil*	*1,6*	*Nil*	*918,5*	*920,1*	*21,6*	*Nil*	*1,7*
	1941-42	Nil	3,1	Nil	1,183,7	1,186,8	24,1	Nil	3,1
North Western	*1940-41*	*4,0*	*9,5*	*22,0*	*750,2*	*785,7*	*166,6*	*7,1*	*15,8*
	1941-42	6,7	15,8	25,1	914,0	961,6	190,0	11,7	25,1
South Indian §	*1940-41*	*Nil*	*1,0*	*Nil*	*468,8*	*469,8*	*6,1*	*Nil*	*1,3*
	1941-42	Nil	1	Nil	209,7	209,8	4,0	Nil	2
TOTAL 2' 6" AND 2' 0" GAUGES	*1940-41*	*4,6*	*25,3*	*80,7*	*11,062,4*	*11,173,0*	*1,594,8*	*8,4*	*36,4*
	1941-42	7,3	35,3	88,1	10,734,4	10,865,1	852,2	13,3	51,5
TOTAL CLASS I RAILWAYS	*1940-41*	*360,8*	*4,015,2*	*12,472,5*	*525,502,6*	*542,351,1*	*24,495,6*	*470,8*	*4,413,4*
	1941-42	562,5	5,319,3	15,330,1	569,594,2	590,806,7	25,500,5	735,0	5,903,2

* Included in next column.
§ Closed for traffic on 31-10-1941.

Class I Railways for the years 1940-41 and 1941-42—contd.

of Electric Multiple Unit Suburban trains.)

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3' 3½" GAUGE—*concld.*
546,3	*15,036,8*	*15,648,9*	†	*1,578*	*3,501*	*16,881*	*501,603*	*523,563*	Eastern Bengal.
597, 3	15,982,3	16,652,9	†	1,610	3,930	18,493	507,564	531,597	
154,2	*5,410,7*	*5,602,0*	*5,602,0*	*789*	*3,801*	*6,593*	*207,275*	*218,458*	Jodhpur.
299,2	5,680,4	5,938,2	5,938,2	1,367	5,234	8,663	231,343	246,607	
336,4	*15,767,4*	*16,174,1*	†	*1,406*	*6,428*	*11,226*	*479,650*	*498,710*	Madras and Southern Mahratta.
464,7	18,213,6	18,755,7	†	1,819	7,452	15,459	577,748	602,478	
14,1	*8,170,5*	*8,252,8*	*9,194,5*	*480*	*4,292*	*1,285*	*220,936*	*226,993*	Mysore State.
18,6	9,625,7	9,735,1	10,946,0	772	5,657	1,654	262,628	270,711	
Nil	*5,496,4*	*5,530,9*	†	*517*	*2,872*	*Nil*	*197,748*	*201,137*	Nizam's State.
Nil	5,804,4	5,853,8	†	784	3,955	Nil	211,742	216,481	
85,7	*8,338,3*	*8,450,7*	*8,450,7*	*449*	*2,398*	*4,108*	*217,265*	*224,220*	Rohilkund and Kumaon.
94,5	7,710,3	7,841,2	7,841,2	819	2,923	4,220	209,959	217,921	
5,0	*44,205,4*	*44,502,0*	‡	*2,094*	*15,068*	*912*	*848,108*	*866,182*	South Indian.
6,4	48,333,5	48,750,6	†	2,532	18,143	1,213	943,533	965,421	
2,491,3	*179,171,5*	*182,540,2*		*13,156*	*57,215*	*101,762*	*5,392,634*	*5,564,217*	TOTAL 3' 3½" GAUGE.
2,949,7	188,889,8	192,990,5		17,638	72,230	121,851	5,887,552	6,099,271	
									2' 6" AND 2' 0" GAUGES.
64,9	*3,835,7*	*3,911,2*	†	*65*	*492*	*2,025*	*92,298*	*99,880*	Bengal-Nagpur.
69,7	4,301,5	4,386,1	†	74	674	2,409	109,014	112,171	
Nil	*3,999,7*	*4,003,6*	†	*Nil*	*99*	*Nil*	*37,212*	*37,311*	Bombay, Baroda and Central India.
Nil	2,257,3	2,261,7	†	Nil	101	Nil	29,283	29,384	
4,6	*766,7*	*774,6*	†	*1*	*46*	*62*	*7,528*	*7,637*	Eastern Bengal.
7,6	871,7	883,3	†	1	53	72	8,059	8,185	
*	*1,707,4*	*1,708,5*	†	*	*31*	*	*27,941*	*27,972*	Great Indian Peninsula.
*	1,608,5	1,609,9	†	*	36	*	25,416	25,452	
Nil	*940,0*	*941,7*	‡	*Nil*	*42*	*Nil*	*16,303*	*16,345*	Mysore State.
Nil	1,207,8	1,210,9	‡	Nil	78	Nil	20,372	20,450	
29,0	*900,4*	*952,3*	†	*504*	*1,116*	*1,225*	*33,700*	*36,545*	North Western.
34,3	1,080,5	1,151,6	†	822	1,552	1,693	41,722	45,789	
Nil	*474,6*	*475,9*	†	*Nil*	*110*	*Nil*	*6,993*	*7,103*	South Indian.
Nil	213,6	213,8	†	Nil	4	Nil	2,679	2,683	
98,5	*12,624,5*	*12,767,8*		*570*	*1,936*	*3,312*	*226,975*	*232,793*	TOTAL 2' 6" AND 2' 0" GAUGES.
111,6	11,540,9	11,717,3		897	2,498	4,174	236,545	244,114	
13,056,3	*648,906,2*	*666,846,7*	*669,157,3*	*95,933*	*333,658*	*633,737*	*18,058,029*	*19,126,357*	TOTAL CLASS I RAILWAYS.
15,909,2	593,759,8	616,307,2	609,533,1	147,891	461,095	815,937	19,873,105	21,298,028	

(a) See note (a) on page 93.

† Included under 5' 6" Gauge.
‡ Included under 3' 3½" Gauge.

12.—*Statement of Passenger Revenue Statistics of*

(Includes also passenger revenue statistics

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ gauge.						
Bengal Nagpur	*1940-41*	*260·1*	*181·7*	*41·5*	*47·4*	*47·9*
	1941-42	259·7	194·8	45·1	46·3	47·4
Bombay, Baroda and Central India	*1940-41*	*236·4*	*27·8*	*315·2*	*18·5*	*19·1*
	1941-42	162·4	28·1	305·3	16·9	17·7
Eastern Bengal	*1940-41*	*102·0*	*45·6*	*21·4*	*21·9*	*22·1*
	1941-42	91·4	43·8	21·6	21·9	22·2
East Indian	*1940-41*	*259·0*	*153·0*	*57·0*	*53·0*	*54·0*
	1941-42	274·0	165·0	60·0	55·0	56·0
Great Indian Peninsula	*1940-41*	*278·1*	*74·9*	*205·0*	*33·2*	*34·5*
	1941-42	276·6	76·7	222·0	33·5	35·2
Madras and Southern Mahratta	*1940-41*	*282·5*	*134·1*	*46·8*	*33·1*	*34·3*
	1941-42	289·4	145·1	49·5	33·2	34·8
Nizam's State	*1940-41*	*144·4*	*145·3*	*148·5*	*51·4*	*52·7*
	1941-42	182·7	160·3	135·4	56·1	58·2
North Western	*1940-41*	*270·3*	*163·9*	*61·0*	*40·7*	*41·9*
	1941-42	279·1	172·9	58·2	41·5	43·0
South Indian	*1940-41*	*170·4*	*89·9*	*Nil*	*22·3*	*22·9*
	1941-42	175·6	77·6	Nil	23·2	23·7
Total 5′ 6″ gauge	*1940-41*	*239·7*	*75·8*	*51·0*	*34·8*	*35·9*
	1941-42	233·8	79·4	53·7	35·0	36·3
3′ 3½″ gauge.						
Assam Bengal	*1940-41*	*73·5*	*9·67*	*45·8*	*27·1*	*27·7*
	1941-42	81·7	9·54	47·6	28·9	29·5
Bengal and North Western	*1940-41*	*108·6*	*76·7*	*44·4*	*38·0*	*38·3*
	1941-42	111·0	79·2	45·3	39·8	40·1
Bikaner State	*1940-41*	§	§	§	§	§
	1941-42	76·7	78·5	66·5	44·0	44·3
Bombay, Baroda and Central India	*1940-41*	*124·3*	*92·9*	*49·3*	*33·1*	*37·4*
	1941-42	120·8	93·1	47·9	40·7	41·1

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

§ Included under class II Railways.

Class I Railways for the years 1940-41 and 1941-42—contd.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
5,10	*8,39*	*13,95*	*1,38,50*	*1,65,94*	*17·2*	*9·04*	*4·14*	*3·32*	*3·58*	Bengal-Nagpur.
6,16	11,41	16,13	1,46,79	1,80,49	16·6	9·13	4·28	3·35	3·67	
8,76	*18,72*	*6,16*	*2,09,90*	*2,43,54*	*16·1*	*8·72*	*4·64*	*3·09*	*3·38*	Bombay, Baroda and Central India.
12,21	26,23	7,32	2,14,65	2,60,41	14·7	9·15	4·52	3·19	3·58	
3,79	*7,22*	*10,33*	*1,19,05*	*1,40,39*	*17·1*	*10·4*	*3·56*	*3·12*	*3·35*	Eastern Bengal.
4,40	8,70	12,35	1,35,45	1,60,90	17·0	10·4	3·67	3·34	3·57	
13,71	*23,65*	*42,34*	*5,01,73*	*5,81,43*	*15·2*	*7·74*	*3·84*	*2·86*	*3·06*	East Indian.
19,44	33,78	55,46	5,46,44	6,55,12	14·4	7·75	3·97	2·98	3·23	
17,10	*26,78*	*11,50*	*3,30,51*	*3,85,89*	*17·3*	*8·89*	*5·71*	*3·16*	*3·49*	Great Indian Peninsula.
25,82	38,17	17,80	3,93,71	4,75,50	15·5	8·67	5·84	3·20	3·60	
5,19	*8,70*	*6,22*	*1,14,05*	*1,34,16*	*19·9*	*9·77*	*5·21*	*3·27*	*4·13*	Madras and Southern Mahratta.
7,99	12,46	8,73	1,33,28	1,66,56	19·5	10·1	5·99	3·97	4·40	
1,14	*2,45*	*31*	*31,62*	*35,52*	*19·7*	*9·55*	*6·93*	*3·48*	*3·76*	Nizam's State.
1,89	3,48	54	36,09	42,00	14·7	9·11	7·38	3·50	3·85	
14,59	*25,13*	*29,22*	*4,84,09*	*5,53,03*	*15·5*	*8·65*	*4·81*	*2·92*	*3·14*	North Western.
23,69	37,98	43,30	5,99,05	7,04,02	14·1	8·86	5·01	3·05	3·24	
1,49	*4,35*	*Nil*	*53,35*	*59,19*	*19·0*	*9·83*	*Nil*	*3·36*	*3·60*	South Indian.
1,95	5,35	Nil	64,60	71,90	17·8	9·66	Nil	3·64	3·89	
70,87	*1,25,39*	*1,20,03*	*19,82,80*	*22,99,09*	*16·6*	*8·77*	*4·32*	*3·06*	*3·31*	Total 5′ 6″ gauge.
1,02,65	1,77,56	1,61,63	22,75,06	27,16,90	15·2	8·82	4·50	3·18	3·49	
										3′ 3½″ gauge.
2,60	*1*	*4,92*	*73,56*	*81,13*	*18·1*	*13·7*	*4·79*	*3·29*	*3·45*	Assam Bengal.
3,06	1	5,46	*1,03,20	*1,11,73	17·1	13·6	4·75	†3·40	†3·55	
73	*2,50*	*6,90*	*1,56,30*	*1,66,43*	*11·4*	*6·70*	*3·30*	*2·36*	*2·42*	Bengal and North Western.
93	2,93	8,29	1,60,87	1,73,02	11·2	6·97	3·32	2·28	2·35	
§	§	§	§	§	§	§	§	§	§	Bikaner State.
23	72	37	23,38	24,70	30·0	15·0	6·00	4·00	4·12	
1,96	*6,84*	*45*	*1,82,12*	*1,91,37*	*19·5*	*11·0*	*4·47*	*3·33*	*3·45*	Bombay, Baroda and Central India.
2,68	9,28	54	1,91,95	2,04,45	18·0	11·0	4·62	3·54	3·69	

* Includes Rs. 20,69,677 share due to foreign railways which was not apportioned to the respective railways due to late receipt of documents.

† The average rate has been worked out excluding the amount shown in note (*).

12.—*Statement of Passenger Revenue Statistics of* Class I Railways

(Includes also passenger revenue statistics.

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3' 3¾" gauge—*concld.*						
Eastern Bengal	*1940-41*	*125·6*	*65·7*	*30·9*	*33·4*	*33·5*
	1941-42	94·2	69·9	31·0	31·8	31·9
Jodhpur	*1940-41*	*176·2*	*116·7*	*42·8*	*38·3*	*39·0*
	1941-42	200·1	125·1	41·4	40·7	41·5
Madras and Southern Mahratta	*1940-41*	*165·4*	*104·0*	*33·4*	*30·4*	*30·3*
	1941-42	162·4	116·1	33·3	31·7	32·1
Mysore State	*1940-41*	*90·6*	*68·2*	*91·1*	*27·0*	*27·5*
	1941-42	91·9	68·7	88·9	27·3	27·8
Nizam's State	*1940-41*	*142·3*	*93·1*	*Nil*	*36·0*	*36·4*
	1941-42	160·5	88·8	N	36·5	37·0
Rohilkund and Kumaon	*1940-41*	*118·0*	*104·9*	*47·9*	*26·1*	*26·5*
	1941-42	110·7	100·8	44·7	27·2	27·8
South Indian†	*1940-41*	*119·1*	*55·0*	*183·0*	*19·2*	*19·5*
	1941-42	80·3	47·9	188·7	19·5	19·8
Total 3' 3¾" gauge	*1940-41*	*110·1*	*75·5*	*40·8*	*30·1*	*30·5*
	1941-42	104·7	73·5	41·3	31·2	31·6
2' 6" and 2' 0" gauges.						
Bengal-Nagpur	*1940-41*	*55·5*	*52·1*	*31·2*	*25·4*	*25·5*
	1941-42	47·8	50·7	34·6	25·3	25·6
Bombay, Baroda and Central India	*1940-41*	*Nil*	*25·4*	*Nil*	*9·30*	*9·33*
	1941-42	Nil	22·7	Nil	13·0	13·0
Eastern Bengal	*1940-41*	*30·8*	*14·2*	*13·4*	*9·82*	*9·90*
	1941-42	10·3	13·5	9·46	9·25	9·27
Great Indian Peninsula	*1940-41*	†	*27·9*	†	*16·4*	*16·4*
	1941-42	†	26·6	†	15·8	15·8
Mysore State	*1940-41*	*Nil*	*24·7*	*Nil*	*17·3*	*17·4*
	1941-42	Nil	25·2	Nil	16·9	16·9
North-Western	*1940-41*	*71·0*	*70·4*	*42·3*	*37·4*	*38·4*
	1941-42	70·0	61·8	49·3	38·6	39·8
South Indian§	*1940-41*	*Nil*	*82·3*	*Nil*	*14·7*	*14·9*
	1941-42	Nil	31·0	Nil	12·5	12·6
Total 2' 6" and 2' 0" gauges	*1940-41*	*67·9*	*53·2*	*33·6*	*18·0*	*18·2*
	1941-42	67·4	48·5	37·4	20·5	20·8
Total, Class I Railways	*1940-41*	*203·3*	*75·6*	*48·9*	*32·9*	*33·7*
	1941-42	201·2	78·1	51·3	33·5	34·6

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on

† Included in next column.

§ Closed for traffic on 31-10-41.

for the years 1940-41 and 1941-42—concld.

of Electric Multiple Unit Suburban trains.)

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						3' 3⅜" gauge—*concld.*
1,41	*1,88*	*3,10*	*81,59*	*87,98*	*17·0*	*10·2*	*3·48*	*3·08*	*3·18*	Eastern Bengal.
1,44	2,13	3,52	88,42	95,51	16·9	10·1	3·61	3·29	3·40	
91	*2,46*	*1,81*	*42,00*	*47,18*	*22·1*	*12·4*	*5·27*	*3·89*	*4·15*	Jodhpur.
1,23	3,25	2,37	46,50	53,35	17·2	11·9	5·26	3·86	4·15	
1,31	*2,70*	*3,16*	*78,69*	*85,86*	*17·9*	*8·06*	*5·40*	*3·15*	*3·31*	Madras and Southern Maharatta.
1,61	3,60	4,23	95,42	1,04,86	17·0	9·28	5·25	3·17	3·34	
37	*1,45*	*37*	*30,10*	*32,29*	*14·8*	*6·50*	*5·50*	*2·60*	*2·70*	Mysore State.
55	1,91	47	35,70	38,63	13·7	6·50	5·50	2·60	2·70	
42	*1,22*	*Nil*	*30,95*	*32,59*	*15·7*	*8·18*	*Nil*	*3·00*	*3·11*	Nizam's State.
57	1,56	Nil	33,27	35,40	13·9	7·56	Nil	3·02	3·14	
44	*1,10*	*91*	*29,35*	*31,80*	*19·6*	*8·77*	*4·27*	*2·59*	*2·72*	Rohilkund and Kumaon.
77	1,31	1,00	28,90	31,98	18·0	8·61	4·53	2·64	2·82	
3,53	*7,49*	*39*	*1,42,70*	*1,54,11*	*23·9*	*9·54*	*8·25*	*3·20*	*3·36*	South Indian.
4,17	9,89	52	1,69,42	1,84,00	22·4	10·5	8·26	3·41	2·60	
13,68	*27,65*	*22,65*	*8,47,36*	*9,10,74*	*20·0*	*9·28*	*4·16*	*3·02*	*3·14*	Total 3' 3⅜" gauge.
17,24	36,69	26,77	9,77,03	10,57,63	18·8	9·73	4·22	3·19	3·33	
										2' 6" and 2' 0" gauges.
5	*25*	*45*	*12,92*	*13,67*	*16·1*	*9·59*	*4.31*	*2·56*	*2·63*	Bengal-Nagpur.
6	34	55	14,31	15,26	15·5	9·64	4·42	2·52	2·61	
Nil	*8*	*Nil*	*5,60*	*5,68*	*Nil*	*15·2*	*Nil*	*2·99*	*2·92*	Bombay, Baroda and Central India.
Nil	8	Nil	4,90	4,98	Nil	15·5	Nil	3·21	3·25	
..	*3*	*1*	*1,27*	*1,31*	*17·1*	*12·4*	*3·38*	*3·25*	*3·30*	Eastern Bengal.
..	4	2	1,49	1,55	21·9	12·3	4·14	3·56	3·63	
†	*2*	†	*3,56*	*3,58*	†	*13·4*	†	*2·44*	*2·45*	Great Indian Peninsula.
†	3	†	3,52	3,55	†	14·2	†	2·66	2·67	
Nil	*1*	*Nil*	*2,10*	*2,11*	*Nil*	*4·60*	*Nil*	*2·50*	*2·50*	Mysore State.
Nil	2	Nil	2,63	2,65	Nil	4·90	Nil	2·50	2·50	
92	*97*	*64*	*9,11*	*11,64*	*35·0*	*16·3*	*9·92*	*5·19*	*6·12*	North Western.
1,44	1,41	89	11,32	15,06	33·6	17·5	10·0	5·21	6·31	
Nil	*1*	*Nil*	*83*	*84*	*Nil*	*1·15*	*Nil*	*2·23*	*2·26*	South Indian.
Nil	..	Nil	37	37	Nil	11·0	Nil	2·66	2·67	
97	*1,37*	*1,10*	*35,39*	*38,83*	*32·7*	*13·6*	*6·38*	*2·99*	*3·20*	Total 2' 6" and 2' 0" gauges.
1,50	1,92	1,46	38,54	43,42	32·1	14·8	6·72	3·13	3·42	
85,52	*1,54,41*	*1,43,18*	*28,65,55*	*32,48,66*	*17·1*	*8·89*	*4·30*	*3·05*	*3·26*	Total Class I Railways.
1,21,39	2,16,07	1,89,86	32,90,63	38,17,95	15·8	9·00	4·47	3.18	3·44	

the same railway are considered as having made two or more separate journeys.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5' 6" Gauge.									
Bengal-Nagpur	*1940-41*	*6,901*	*1,299*	*1,107*	*728*	*8,494*	*18,529*	*1,705*	*20,234*
	1941-42	6,618	1,334	1,256	740	8,813	18,761	2,031	20,792
Bombay, Baroda and Central India.	*1940-41*	*1*	..	*15*	*353*	*2,698*	*3,067*	*2,598*	*5,665*
	1941-42	2	..	10	438	3,355	3,805	2,846	6,651
Eastern Bengal	*1940-41*	*6*	..	*8*	*237*	*2,121*	*2,372*	*3,291*	*5,663*
	1941-42	29	..	7	248	2,032	2,316	3,197	5,513
East Indian	*1940-41*	*9,195*	*2,952*	*1,966*	*1,254*	*9,976*	*25,343*	*4,164*	*29,507*
	1941-42	9,259	2,984	1,844	1,357	9,389	24,833	4,628	29,461
Great Indian Peninsula	*1940-41*	*779*	..	*746*	*1,067*	*4,678*	*7,270*	*4,762*	*12,032*
	1941-42	807	..	878	981	5,676	8,342	6,386	14,728
Madras and Southern Mahratta.	*1940-41*	*7*	..	*6*	*401*	*1,472*	*1,886*	*2,764*	*4,650*
	1941-42	17	..	12	498	1,537	2,064	3,064	5,128
Nizam's State	*1940-41*	*577*	*427*	*226*	*195*	*469*	*1,894*	*527*	*2,421*
	1941-42	649	494	267	208	520	2,138	668	2,806
North-Western (Commercial).	*1940-41*	*15*	*2*	*18*	*2,076*	*6,037*	*8,151*	*4,985*	*13,136*
	1941-42	34	..	10	2,091	6,977	9,112	5,429	14,541
North-Western (Military)	*1940-41*	*86*	*1*	*2*	*204*	*1,540*	*1,833*	*1,358*	*3,191*
	1941-42	73	..	10	227	1,137	1,447	1,532	2,979
North-Western (Total)	*1940-41*	*101*	*3*	*20*	*2,280*	*7,577*	*9,984*	*6,061*	*14,045*
	1941-42	107	..	20	2,318	8,114	10,559	4,474	15,033
South Indian	*1940-41*	..	..	*6*	*146*	*1,591*	*1,743*	*817*	*2,560*
	1941-42	..	..	5	165	1,697	1,867	859	2,726
Total 5' 6" Gauge.	*1940-41*	*17,570*	*4,681*	*4,100*	*6,561*	*39,076*	*72,088*	*24,689*	*96,777*
	1941-42	17,488	4,812	4,299	6,953	41,133	74,685	28,153	102,838
3' 3½" Gauge.									
Assam Bengal	*1940-41*	*31*	*1*	*20*	*195*	*1,098*	*1,345*	*522*	*1,867*
	1941-42	28	1	14	267	1,078	1,388	454	1,842
Bengal and North-Western	*1940-41*	*4*	..	*46*	*559*	*2,470*	*3,079*	*1,469*	*4,548*
	1941-42	12	..	43	751	2,514	3,320	1,291	4,611
Bikaner State	*1940-41*	‡	‡	‡	‡	‡	‡	‡	‡
	1941-42	37	..	..	176	105	318	196	514
Bombay, Baroda and Central India.	*1940-41*	*1*	..	*7*	*376*	*1,442*	*1,826*	*2,828*	*4,654*
	1941-42	6	..	7	467	1,573	2,053	2,854	4,907

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only, on each railway system.

‡ Included under Class II Railways.

for the years 1940-41 and 1941-42 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ Gauge.
7,363	*1,340*	*1,107*	*870*	*9,554*	*20,234*	*20,674*	*14,301*	*385*	Bengal-Nagpur.
7,294	1,386	1,256	916	9,940	20,792	21,339	13,724	735	
998	*32*	*453*	*680*	*3,502*	*5,665*	*8,985*	*4,226*	*436*	Bombay, Baroda and Central India.
1,102	25	444	831	4,249	6,651	10,142	4,706	484	
1,562	*121*	*361*	*333*	*3,286*	*5,663*	*7,110*	*4,448*	*723*	Eastern Bengal.
1,408	93	339	353	3,320	5,513	7,078	4,149	636	
10,283	*3,159*	*1,966*	*2,081*	*12,018*	*29,507*	*29,507*	*20,469*	*1,175*	East Indian.
10,462	3,204	1,844	2,162	11,789	29,461	29,461	19,896	1,411	
2,468	*418*	*1,116*	*1,682*	*6,348*	*12,032*	*12,064*	*8,387*	*1,509*	Great Indian Peninsula.
2,769	397	1,420	1,797	8,345	14,728	14,738	11,012	1,533	
495	*400*	*485*	*762*	*3,508*	*4,650*	*6,366*	*3,098*	*881*	Madras and Southern Mahratta.
558	276	619	877	2,798	5,128	7,152	3,286	1,013	
588	*427*	*226*	*428*	*752*	*2,421*	*3,011*	*835*	*323*	Nizam's State.
670	514	267	477	878	2,806	3,476	926	452	
1,548	*2*	*1,197*	*2,274*	*7,915*	*13,136*	†	*10,881*	†	North-Western (Commercial).
1,591	..	1,269	2,539	9,142	14,541	†	11,624	†	
270	*1*	*141*	*355*	*2,424*	*3,191*	†	*1,585*	†	North-Western (Military).
253	..	172	379	2,175	2,979	†	1,693	†	
1,605	*3*	*1,199*	*2,469*	*8,769*	*14,045*	*14,187*	*12,466*	*121*	North-Western (Total).
1,629	..	1,279	2,546	9,579	15,033	15,189	13,317	104	
36	..	*234*	*371*	*1,919*	*2,560*	*5,486*	*1,833*	*189*	South Indian.
59	..	118	510	2,039	2,726	5,827	1,930	92	
25,398	*5,900*	*7,147*	*9,676*	*48,656*	*96,777*		*70,063*	*5,797*	Total 5′ 6″ Gauge.
25,951	5,895	7,586	10,469	52,937	102,838		72,946	6,459	
									3′ 3⅜″ Gauge.
167	*10*	*117*	*245*	*1,328*	*1,867*	*1,867*	*1,496*	*20*	Assam Bengal.
125	8	94	319	1,296	1,842	1,842	1,476	29	
323	..	*258*	*836*	*3,131*	*4,548*	*4,548*	*3,725*	*103*	Bengal and North-Western.
294	..	260	905	3,152	4,611	4,611	3,600	108	
‡	‡	‡	‡	‡	‡	‡	‡	‡	Bikaner State.
39	..	29	244	202	514	514	371	13	
500	*181*	*246*	*865*	*2,862*	*4,654*	*	*2,581*	*1,232*	Bombay, Baroda and Central India.
523	125	235	910	3,114	4,907	*	2,476	1,279	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not furnished.

‡ Included under class II Railways.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a) Other traffic.	(a) Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
3′ 3½″ GAUGE—*concld.*									
Eastern Bengal	*1940-41*	*2*	..	*11*	*264*	*1,083*	*1,360*	*1,488*	*2,848*
	1941-42	6	..	13	296	1,276	1,591	1,334	2,925
Jodhpur	*1940-41*	..	..	*7*	*193*	*598*	*798*	*511*	*1,309*
	1941-42	..	..	6	263	706	975	517	1,492
Madras and Southern Mahratta	*1940-41*	*3*	..	*156*	*479*	*870*	*1,508*	*717*	*2,225*
	1941-42	5	..	205	547	965	1,722	834	2,556
Mysore State	*1940-41*	*1*	..	*1*	*144*	*508*	*654*	*347*	*1,001*
	1941-42	1	..	1	174	555	731	387	1,118
Nizam's State	*1940-41*	..	..	..	*190*	*391*	*581*	*290*	*871*
	1941-42	..	..	1	217	454	672	383	1,055
Rohilkund and Kumaon	*1940-41*	..	..	*61*	*129*	*1,312*	*1,502*	*155*	*1,657*
	1941-42	..	..	51	111	1,254	1,416	158	1,574
South Indian	*1940-41*	*50*	..	*10*	*670*	*2,214*	*2,944*	*623*	*3,567*
	1941-42	37	..	19	721	2,270	3,047	645	3,692
TOTAL 3′ 3½″ GAUGE	*1940-41*	*92*	*1*	*319*	*3,199*	*11,986*	*15,597*	*8,950*	*24,547*
	1941-42	132	1	360	3,990	12,750	17,233	9,053	26,286
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1940-41*	*41*	*2*	*59*	*85*	*563*	*750*	*126*	*876*
	1941-42	66	..	65	77	618	826	129	955
Bombay, Baroda and Central India.	*1940-41*	..	..	..	*17*	*180*	*197*	*67*	*264*
	1941-42	..	..	1	28	207	236	69	305
Eastern Bengal	*1940-41*	..	..	..	..	*3*	*3*	*1*	*4*
	1941-42	..	..	..	..	4	4	2	6
Great Indian Peninsula	*1940-41*	..	..	..	*22*	*81*	*103*	*63*	*166*
	1941-42	..	..	..	21	55	76	55	131
Mysore State	*1940-41*	..	..	..	*7*	*42*	*49*	*4*	*53*
	1941-42	..	..	..	5	58	63	4	67
North-Western (Commercial).	*1940-41*	*115*	..	*9*	*67*	*136*	*327*	*133*	*460*
	1941-42	98	..	8	37	138	281	176	457
North-Western (Military)	*1940-41*	..	*1*	*3*	*1*	*77*	*82*	*60*	*142*
	1941-42	..	..	3	4	103	110	91	201
North-Western (Total)	*1940-41*	*115*	*1*	*12*	*68*	*213*	*409*	*163*	*572*
	1941-42	98	..	11	41	241	391	239	630
South Indian*	*1940-41*	..	..	..	*21*	*14*	*35*	*11*	*46*
	1941-42	..	..	..	10	8	18	5	23
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1940-41*	*156*	*3*	*71*	*220*	*1,096*	*1,546*	*435*	*1,981*
	1941-42	164	..	77	182	1,191	1,614	503	2,117
TOTAL CLASS I RAILWAYS	*1940-41*	*17,818*	*4,685*	*4,490*	*10,080*	*52,158*	*89,231*	*34,074*	*1,23,305*
	1941-42	17,784	4,813	4,736	11,125	55,074	93,532	37,709	1,31,241

(a) Columns 9 to 16.—In these columns consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

* Line closed for traffic rom 31-10-41.

for the years 1940-41 and 1941-42 (In thousands)—contd.

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3¾″ Gauge—*concld.*
355	*100*	*169*	*398*	*1,826*	*2,848*	*	*1,493*	*685*	Eastern Benga.
310	69	172	448	1,926	2,925	*	1,566	514	
14	*3*	*98*	*341*	*853*	*1,309*	*1,309*	*795*	*177*	Jodhpur.
25	3	74	389	1,001	1,492	1,492	826	252	
75	..	*155*	*707*	*1,288*	*2,225*	*	*4,522*	*180*	Madras and Southern Mahratta.
80	54	204	794	1,424	2,556	*	1,735	272	
63	..	*54*	*201*	*683*	*1,001*	*1,041*	*573*	*43*	Mysore State.
61	..	69	222	766	1,118	1,106	879	48	
71	..	*35*	*252*	*513*	*871*	*	*422*	*80*	Nizam's State.
95	56	39	281	584	1,055	*	493	158	
29	..	*61*	*138*	*1,429*	*1,657*	*1,657*	*1,361*	*2*	Rohilkund and Kumaon.
25	..	51	132	1,366	1,574	1,574	1,075	2	
79	..	*155*	*769*	*2,564*	*3,567*	*	*3,132*	*19*	South Indian.
83	..	150	829	2,630	3,692	*	3,147	27	
1,676	*284*	*1,348*	*752*	*16,477*	*24,547*		*20,100*	*2,541*	Total 3′ 3¾″ Gauge.
1,660	315	1,377	5,473	17,461	26,286		17,644	2,702	
									2′ 6″ and 2′ 0″ Gauges
62	*2*	*63*	*99*	*650*	*876*	*	*558*	*6*	Bengal-Nagpur.
90	..	69	98	698	955	*	667	5	
4	..	*1*	*37*	*222*	*264*	*	*129*	*7*	Bombay, Baroda and Central India.
2	..	1	48	254	305	*	91	..	
..	..	..	..	*4*	*4*	*	*2*	..	Eastern Bengal.
..	..	..	..	6	6	*	4		
16	..	..	*32*	*118*	*166*	*	*86*	..	Great Indian Peninsula.
14	..	..	28	89	131	*	66	..	
..	..	*1*	*7*	*45*	*53*	††	*19*	..	Mysore State.
..	..	1	6	60	67	††	50	..	
134	..	*9*	*90*	*227*	*460*	*	*220*	†	North-Western (Commercial).
123	..	8	57	269	457	*	255	†	
7	*1*	*5*	*7*	*122*	*142*	*	*85*	†	North-Western (Military).
9	..	4	11	177	201	*	141	†	
136	*1*	*12*	*96*	*327*	*572*	*	*305*	†	North-Western (Total).
123	..	11	67	429	630	*	396	†	
..	..	..	*22*	*24*	*46*	*	*13*	..	South Indian.
..	..	..	10	13	23	*	8	..	
218	*3*	*77*	*293*	*1,390*	*1,981*		*1,112*	*13*	Total 2′ 6″ & 2′ 0″ Gauges.
229	..	82	257	1,549	2,117		1,282	11	
27,292	*6,197*	*8,572*	*14,731*	*66,523*	*123,305*	*117,812*	*91,275*	*8,351*	Total Class I Railways.
27,840	6,210	9,045	16,199	71,947	131,241	125,541	91,872	9,172	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not furnished. †† Shown under 3′ 3¾″ Gauge.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	†Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27)
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1940-41*	*1,177,570*	*380,024*	*213,212*	*190,360*	*1,800,172*	*3,761,338*
	1941-42	1,443,564	379,834	237,765	189,804	1,899,212	4,150,179
Bombay, Baroda and Central India.	*1940-41*	*277,816*	*8,749*	*132,966*	*145,975*	*643,757*	*1,208,663*
	1941-42	346,994	7,870	123,457	180,202	771,404	1,429,927
Eastern Bengal	*1940-41*	*102,687*	*19,271*	*49,103*	*30,489*	*363,371*	*564,921*
	1941-42	84,530	15,469	46,683	32,472	359,600	538,754
East Indian	*1940-41*	*2,793,535*	*1,678,332*	*508,399*	*743,869*	*1,811,305*	*7,535,440*
	1941-42	2,883,256	1,685,866	464,401	732,994	2,084,582	7,851,099
Great Indian Peninsula	*1940-41*	*893,440*	*179,490*	*256,535*	*553,980*	*1,529,570*	*3,413,015*
	1941-42	961,088	158,614	386,458	668,003	2,143,029	4,317,192
Madras and Southern Mahratta	*1940-41*	*171,350*	*226,254*	*135,299*	*147,761*	*475,216*	*1,155,880*
	1941-42	211,791	147,902	174,045	171,091	575,066	1,279,895
Nizam's State	*1940-41*	*101,497*	*55,182*	*21,180*	*82,395*	*103,059*	*363,313*
	1941-42	121,348	70,734	24,508	98,599	130,399	445,588
North-Western (Commercial)	*1940-41*	*422,091*	*48*	*439,557*	*568,556*	*1,432,179*	*2,862,431*
	1941-42	491,598	4	477,009	580,853	1,651,518	3,200,982
North-Western (Military)	*1940-41*	*24,007*	*20*	*17,817*	*23,566*	*187,306*	*252,716*
	1941-42	25,492	9	23,453	33,241	210,616	292,811
North-Western (Total)	*1940-41*	*446,098*	*68*	*457,374*	*592,122*	*1,619,485*	*3,115,147*
	1941-42	517,090	13	500,462	614,094	1,862,134	3,493,793
South Indian	*1940-41*	*6,389*	..	*42,937*	*46,517*	*199,915*	*295,755*
	1941-42	11,772	..	20,800	74,771	246,016	353,359
TOTAL 5′ 6″ GAUGE.	*1940-41*	*5,970,382*	*2,546,770*	*1,817,005*	*2,533,465*	*8,545,850*	*21,413,472*
	1941-42	6,581,433	2,466,302	1,978,579	2,762,030	10,071,442	23,859,786
3′ 3½″ GAUGE.							
Assam-Bengal	*1940-41*	*22,244*	*2,279*	*18,606*	*34,330*	*237,945*	*315,404*
	1941-42	16,538	2,103	16,485	41,554	229,024	305,704
Bengal and North-Western	*1940-41*	*44,381*	*3*	*37,317*	*106,947*	*432,478*	*621,126*
	1941-42	42,753	4	40,130	129,460	488,241	700,588
Bikaner State	*1940-41*	‡	‡	‡	‡	‡	‡
	1941-42	1,183	..	4,296	*	55,160	60,639
Bombay, Baroda and Central India.	*1940-41*	*97,466*	*55,687*	*53,584*	*177,985*	*527,027*	*910,848*
	1941-42	99,043	35,803	48,269	167,909	562,489	913,513

† Includes Net ton miles of freight carried in Departmental Trains.
* Included under 'other commodities' as separate figures are not available.
‡ Included under Class II Railways.

for the years 1940-41 and 1941-42 (In thousands)—contd.

* Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5' 6" Gauge.
162	*284*	*196*	*219*	*189*	*181*	*187*	Bengal Nagpur.
201	274	192	207	191	212	201	
278	*258*	*293*	*215*	*190*	*278*	*218*	Bombay, Baroda and Central India.
315	319	278	217	187	315	219	
66	*159*	*136*	*92*	*111*	*72*	*100*	Eastern Bengal.
60	166	138	92	108	67	98	
272	*531*	*259*	*357*	*151*	*333*	*256*	East Indian.
276	526	252	339	177	334	267	
362	*429*	*230*	*329*	*241*	*372*	*286*	Great Indian Peninsula.
347	400	272	372	257	354	296	
346	*566*	*279*	*194*	*189*	*444*	*249*	Madras and Southern Mahratta.
380	536	281	195	206	431	250	
173	*129*	*94*	*192*	*132*	*154*	*150*	Nizam's State.
181	138	92	207	148	162	159	
273	*22*	*367*	*230*	*134*	*272*	*220*	North-Western (Commercial).
309	17	376	229	186	309	224	
89	*23*	*126*	*66*	*78*	*89*	*80*	North-Western (Military).
101	57	136	88	99	101	100	
278	*23*	*382*	*240*	*188*	*278*	*225*	North-Western (Total).
318	34	391	241	201	318	237	
177	..	*133*	*126*	*104*	*177*	*116*	South Indian.
201	..	176	147	121	201	130	
235	*432*	*254*	*262*	*176*	*272*	*221*	Total 5' 6" Gauge.
254	418	261	264	190	284	232	
							3' 3½" Gauge.
133	*237*	*159*	*140*	*179*	*139*	*169*	Assam-Bengal.
132	255	175	130	177	140	166	
137	*35*	*145*	*128*	*138*	*137*	*137*	Bengal and North-Western.
145	36	154	143	155	145	152	
‡	‡	‡	‡	‡	‡	‡	Bikaner State.
30	..	150	†	124	30	118	
195	*307*	*218*	*205*	*184*	*225*	*196*	Bombay, Baroda and Central India.
189	287	205	185	181	208	186	

* Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Included under 'other commodities' as separate figures are not available.

‡ Included under class II Railways.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	† Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ Gauge—*concld.*							
Eastern Bengal	*1940-41*	*46,375*	*12,013*	*16,637*	*43,789*	*208,716*	*327,530*
	1941-42	43,038	8,576	17,336	51,451	232,408	352,809
Jodhpur	*1940-41*	*2,693*	*213*	*22,027*	*73,272*	*115,300*	*213,505*
	1941-42	3,072	159	17,069	82,367	153,633	256,300
Madras and Southern Mahratta	*1940-41*	*7,289*	..	*62,894*	*134,295*	*186,674*	*391,152*
	1941-42	9,806	8,779	80,156	175,157	212,460	486,358
Mysore State	*1940-41*	*7,518*	*16*	*6,602*	*18,286*	*70,406*	*102,828*
	1941-42	7,125	..	8,565	19,743	62,707	98,140
Nizam's State	*1940-41*	*13,228*	..	*6,375*	*36,850*	*46,620*	*103,073*
	1941-42	18,319	10,314	7,036	41,428	52,232	129,329
Rohilkund and Kumaon	*1940-41*	*1,417*	..	*2,273*	*9,198*	*104,971*	*117,859*
	1941-42	1,238	..	1,920	8,901	102,276	114,335
South Indian	*1940-41*	*18,154*	..	*17,732*	*102,173*	*236,612*	*374,671*
	1941-42	18,899	..	29,862	120,690	260,042	429,493
Total 3′ 3⅜″ Gauge	*1940-41*	*260,764*	*70,211*	*244,047*	*736,225*	*2,166,749*	*3,477,996*
	1941-42	261,014	65,738	271,124	838,660	2,410,672	3,847,208
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	*1940-41*	*5,534*	*271*	*6,884*	*6,697*	*32,738*	*52,124*
	1941-42	9,016	..	7,896	6,623	35,373	58,908
Bombay, Baroda and Central India.	*1940-41*	*95*	..	*20*	*936*	*4,556*	*5,607*
	1941-42	67	..	39	1,290	4,933	6,329
Eastern Bengal	*1940-41*	..	..	..	*1*	*67*	*68*
	1941-42	..	..	..	1	83	84
Great Indian Peninsula	*1940-41*	*562*	..	..	*1,535*	*4,184*	*6,281*
	1941-42	560	..	..	1,104	3,172	4,836
Mysore State	*1940-41*	..	..	*11*	*433*	*2,018*	*2,462*
	1941-42	..	..	40	311	2,047	2,398
North Western (Commercial)	*1940-41*	*3,636*	..	*508*	*3,617*	*10,252*	*18,013*
	1941-42	3,660	..	432	2,585	14,815	21,492
North Western (Military)	*1940-41*	*556*	*6*	*432*	*471*	*7,752*	*9,217*
	1941-42	609	..	299	645	10,616	12,169
North Western (Total)	*1940-41*	*4,192*	*6*	*940*	*4,088*	*18,004*	*27,230*
	1941-42	4,269	..	731	3,230	25,431	33,661
South Indian**	*1940-41*	..	..	..	*828*	*738*	*1,566*
	1941-42	..	..	..	294	384	678
Total 2′ 6″ & 2′ 0″ Gauges	*1940-41*	*10,383*	*277*	*7,855*	*14,518*	*62,305*	*95,338*
	1941-42	13,912	..	8,706	12,853	71,423	106,894
Total Class I Railways	*1940-41*	*6,241,529*	*2,617,258*	*2,068,907*	*3,284,208*	*10,774,904*	*24,986,806*
	1941-42	6,856,359	2,532,040	2,258,409	3,613,543	12,553,537	27,813,888

†Includes Net ton miles of freight carried in Departmental trains.

**Line closed for traffic from 31-10-41.

for the years 1940-41 and 1941-42 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
							3′ 3⅜″ Gauge—*concld.*
131	*120*	*99*	*110*	*114*	*128*	*115*	Eastern Bengal.
139	124	101	115	121	136	121	
191	*72*	*224*	*215*	*135*	*171*	*163*	Jodhpur.
124	54	231	212	153	117	172	
97	..	*406*	*190*	*145*	*97*	*176*	Madras and Southern Mahratta.
123	163	393	221	149	139	190	
119	*51*	*122*	*91*	*103*	*120*	*103*	Mysore State.
117	..	124	89	107	117	88	
185	..	*186*	*146*	*91*	*185*	*118*	Nizam's State.
193	185	179	147	90	190	123	
49	..	*37*	*66*	*74*	*49*	*71*	Rohilkund and Kumaon.
50	..	37	68	75	50	73	
231	..	*114*	*133*	*92*	*231*	*105*	South Indian.
227	..	199	146	99	227	116	
156	*239*	*181*	*155*	*132*	*168*	*142*	Total 3′ 3⅜″ Gauge.
157	209	197	153	138	165	146	
							2′ 6″ and 2′0″ Gauges.
90	*146*	*108*	*68*	*50*	*91*	*59*	Bengal-Nagpur.
100	..	114	68	51	100	62	
27	..	*37*	*25*	*21*	*27*	*21*	Bombay, Baroda and Central India.
28	..	40	27	20	28	21	
..	..	..	*13*	*16*	..	*16*	Eastern Bengal.
..	..	..	6	15	..	15	
36	..	..	*48*	*35*	*36*	*38*	Great Indian Peninsula.
40	..	..	39	36	40	37	
..	..	*11*	*62*	*45*	..	*46*	Mysore State.
..	..	40	52	39	..	36	
27	..	*57*	*40*	*46*	*27*	*40*	North Western (Commercial).
30	..	52	46	55	30	47	
84	*10*	*81*	*70*	*63*	*78*	*65*	North Western (Military).
66	..	80	59	60	66	60	
31	*10*	*77*	*42*	*56*	*31*	*48*	North Western (Total).
35	..	67	49	59	35	53	
..	..	..	*38*	*31*	..	*34*	South Indian.
..	..	..	30	29	..	29	
48	*92*	*102*	*50*	*45*	*48*	*48*	Total 2′ 6″ and 2′ 0″ Gauges.
61	..	106	50	46	61	50	
229	*422*	*241*	*223*	*162*	*265*	*203*	Total Class I Railways.
246	408	250	223	174	276	212	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ Gauge.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1940-41*	*2,12,93*	*51,68*	*28,02*	*85,96*	*5,64,35*	*9,42,94*
	1941-42	2,44,74	56,70	31,46	81,38	6,02,36	10,16,64
Bombay, Baroda and Central India.	*1940-41*	*39,32*	*99*	*12,47*	*65,94*	*3,91,56*	*5,10,28*
	1941-42	46,37	97	11,57	81,03	4,50,11	5,90,05
Eastern Bengal	*1940-41*	*23,72*	*3,04*	*7,45*	*14,08*	*1,79,74*	*2,28,03*
	1941-42	20,23	2,60	7,03	14,77	1,83,19	2,27,82
East Indian	*1940-41*	*4,55,66*	*2,11,53*	*64,27*	*2,03,67*	*7,64,07*	*16,99,20*
	1941-42	4,75,45	2,14,59	59,56	2,06,89	8,83,05	18,39,54
Great Indian Peninsula	*1940-41*	*1,27,99*	*22,54*	*28,73*	*1,98,33*	*7,41,67*	*11,19,26*
	1941-42	1,38,53	20,36	39,79	2,31,82	9,23,53	13,54,03
Madras and Southern Mahratta	*1940-41*	*26,71*	*24,48*	*18,54*	*52,60*	*2,25,16*	*3,47,49*
	1941-42	31,67	19,81	23,28	57,58	2,62,62	3,94,96
Nizam's State	*1940-41*	*22,92*	*11,42*	*2,67*	*27,80*	*58,77*	*1,23,58*
	1941-42	26,82	13,70	3,13	31,86	68,15	1,43,66
North Western (Commercial)	*1940-41*	*51,71*	*1*	*49,46*	*2,41,43*	*7,32,64*	*10,75,25*
	1941-42	58,10	..	54,84	2,42,54	7,89,10	11,44,58
North Western (Military)	*1940-41*	*3,00*	..	*2,06*	*10,06*	*87,49*	*1,02,61*
	1941-42	3,06	..	2,83	14,70	99,62	1,20,21
North Western (Total)	*1940-41*	*54,71*	*1*	*51,52*	*2,51,49*	*8,20,13*	*11,77,86*
	1941-42	61,16	..	57,67	2,57,24	8,88,72	12,64,79
South Indian	*1940-41*	*1,49*	..	*5,50*	*24,44*	*1,17,06*	*1,48,49*
	1941-42	2,48	..	2,66	33,00	1,36,01	1,74,15
Total 5′ 6″ Gauge	*1940-41*	*9,65,36*	*3,25,69*	*2,19,17*	*9,24,31*	*38,62,51*	*62,97,04*
	1941-42	10,47,45	3,28,73	2,36,15	9,95,57	43,97,74	70,05,64
3′ 3½″ Gauge.							
Assam-Bengal	*1940-41*	*4,48*	*29*	*2,47*	*14,11*	*1,06,89*	*1,28,24*
	1941-42	3,54	26	2,18	19,20	1,04,58	1,29,76
Bengal and North Western	*1940-41*	*10,48*	..	*5,18*	*52,07*	*1,76,72*	*2,44,45*
	1941-42	9,91	..	5,51	56,26	1,92,92	2,64,60
Bikaner State	*1940-41*	‡	‡	‡	‡	‡	‡
	1941-42	28	...	43	16,40	13,44	30,55
Bombay, Baroda and Central India	*1940-41*	*12,76*	*6,57*	*5,02*	*74,80*	*3,05,74*	*4,04,89*
	1941-42	13,49	4,31	4,52	68,19	2,98,49	3,89,00

‡ Included under class II Railways.

for the years 1940-41 and 1941-42 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5' 6" Gauge.
3·41	*2·61*	*2·52*	*8·64*	*5·96*	*3·21*	*4·76*	Bengal Nagpur.
3·21	2·86	2·54	8·19	6·03	3·14	4·66	
2·72	*2·33*	*1·80*	*8·67*	*11·7*	*2·71*	*8·10*	Bombay, Baroda and Central India.
2·57	2·37	1·80	8·63	11·2	2·56	7·91	
4·43	*3·03*	*2·91*	*8·87*	*9·50*	*4·21*	*7·75*	Eastern Bengal.
4·60	3·22	2·89	8·73	9·78	4·38	8·12	
3·13	*2·42*	*2·43*	*5·26*	*8·09*	*2·86*	*4·32*	East Indian.
3·16	2·44	2·46	5·42	8·12	2·90	4·49	
2·75	*2·41*	*2·15*	*6·87*	*9·31*	*2·69*	*6·30*	Great Indian Peninsula.
2·77	2·46	1·98	6·66	8·27	2·72	6·02	
2·99	*2·08*	*2·63*	*6·83*	*9·10*	*2·47*	*5·77*	Madras and Southern Mahratta.
2·87	2·57	2·57	6·46	8·77	2·75	5·92	
4·34	*3·97*	*2·42*	*6·43*	†*10·9*	*4·21*	*6·53*	Nizam's State.
4·24	3·72	2·45	6·20	10·0	4·05	6·19	
2·35	*2·38*	*2·16*	*8·15*	*9·82*	*2·35*	*7·21*	North Western (Commercial).
2·27	2·45	2·21	8·02	9·17	2·27	6·87	
2·40	*2·68*	*2·22*	*8·20*	*8·97*	*2·40*	*7·80*	North Western (Military).
2·31	2·29	2·32	8·49	9·06	2·31	7·58	
2·36	*2·47*	*2·16*	*8·16*	*9·72*	*2·36*	*7·26*	North Western (Total).
2·27	2·34	2·21	8·04	9·16	2·27	6·95	
4·20	..	*2·46*	*10·1*	*10·5*	*4·20*	*9·11*	South Indian.
4·05	..	2·46	8·47	9·86	4·05	8·94	
3·10	*2·46*	*2·32*	*7·01*	*8·68*	*2·91*	*5·65*	Total 5' 6" Gauge.
3·06	2·56	2·29	6·92	8·38	2·92	5·64	
							3' 3¾" Gauge.
3·87	*2·47*	*2·55*	*7·89*	*8·63*	*3·74*	*7·81*	Assam-Bengal.
4·11	2·42	2·54	8·87	8·77	3·92	8·15	
3·32	*2·45*	*2·04*	*9·00*	*7·70*	*3·32*	*7·28*	Bengal and North Western
3·33	2·45	2·26	8·08	7·44	3·33	7·61	
‡	‡	‡	‡	‡	‡	‡	Bikaner State.
4·60	..	1·91	*	10·4	4·60	9·65	
2·61	*2·31*	*1·80*	*8·15*	*11·2*	*2·50*	*8·62*	Bombay, Baroda and Central India.
2·69	2·32	1·80	7·82	10·3	2·59	8·24	

* Figures included under 'Other Commodities' as separate figures are not available.
† Revised figures.
‡ Included under Class II Railways.

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13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
3′ 3¾″ Gauge—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1940-41*	*10,67*	*1,90*	*2,51*	*20,27*	*1,20,71*	*1,56,06*
	1941-42	10,26	1,43	2,61	23,55	1,36,64	1,74,49
Jodhpur	*1940-41*	*37*	*3*	*2,56*	*28,36*	*59,38*	*90,70*
	1941-42	55	2	1,96	29,71	69,73	1,01,97
Madras and Southern Mahratta	*1940-41*	*2,18*	..	*8,02*	*70,77*	*1,17,87*	**2,05,65*
	1941-42	3,04	1,60	10,25	85,35	1,26,52	*2,32,39
Mysore State	*1940-41*	*1,73*	..	*70*	*8,59*	*39,40*	*50,42*
	1941-42	1,60	..	90	8,97	41,88	53,35
Nizam's State	*1940-41*	*2,73*	..	*84*	*16,88*	*35,71*	*56,16*
	1941-42	3,31	1,64	92	19,68	37,55	63,10
Rohilkund and Kumaon	*1940-41*	*25*	..	*29*	*6,05*	*46,92*	*53,51*
	1941-42	22	..	24	5,55	46,14	52,15
South Indian	*1940-41*	*4,63*	..	*2,32*	*50,66*	*1,46,14*	*2,03,75*
	1941-42	5,10	..	3,98	56,87	1,63,95	2,29,90
Total 3′ 3¾″ Gauge	*1940-41*	*50,28*	*8,79*	*29,91*	*3,42,56*	*11,55,43*	**15,93,83*
	1941-42	51,30	9,26	33,50	3,89,73	12,31,84	*17,21,26
2′ 6″ and 2′ 0″ Gauges.							
Bengal-Nagpur	*1940-41*	*1,74*	*4*	*88*	*3,94*	*14,40*	*21,06*
	1941-42	2,83	..	1,01	4,21	15,59	23,64
Bombay, Baroda and Central India.	*1940-41*	*4*	..	..	*1,07*	*4,71*	*5,82*
	1941-42	3	..	..	1,46	5,34	6,83
Eastern Bengal	*1940-41*	..	..	..	..	*6*	*6*
	1941-42	..	..	..	..	5	5
Great Indian Peninsula	*1940-41*	*18*	..	..	*1,03*	*4,40*	*5,61*
	1941-42	18	..	..	87	3,53	4,58
Mysore State	*1940-41*	..	..	..	*20*	*1,27*	*1,47*
	1941-42	..	..	1	15	1,53	1,69
North Western (Commercial)	*1940-41*	*82*	..	*14*	*3,07*	*12,69*	*16,72*
	1941-42	79	..	16	2,80	20,36	23,91
North Western (Military)	*1940-41*	*11*	..	*2*	*30*	*5,51*	*6,91*
	1941-42	11	..	6	38	6,49	7,04
North Western (Total)	*1940-41*	*93*	..	*23*	*3,37*	*18,20*	*22,73*
	1941-42	90	..	22	2,98	26,85	30,95
South Indian **	*1940-41*	..	..	..	*48*	*73*	*1,21*
	1941-42	..	..	..	17	42	59
Total 2′ 6″ & 2′ 0″ Gauges	*1940-41*	*2,89*	*4*	*1,11*	*10,09*	*42,77*	*57,90*
	1941-42	3,94	..	1,24	9,84	53,31	68,33
Total Class I Railways	*1940-41*	*10,18,53*	*3,34,52*	*2,50,19*	*12,76,96*	*50,61,76*	**79,48,77*
	1941-42	11 02,69	3,37,99	2,70,89	12,95,14	56,82,89	*87,95,23

	1940-41.	1941-42.
* Includes Mormugao Harbour earnings	6,81	5,63

** Line closed for traffic from 31-10-41.

for the years 1940-41 and 1941-42 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3' 3½" Gauge—*concld.*
4·23	*2·70*	*2·82*	*8·79*	*10·9*	*3·92*	*8·94*	Eastern Bengal.
4·43	2·83	2·82	8·68	11·1	4·17	9·32	
2·68	*2·37*	*2·23*	*7·43*	*9·89*	*2·65*	*8·16*	Jodhpur.
3·45	2·53	2·21	6·96	8·70	3·41	7·64	
5·74	..	*2·45*	*10·1*	*12·1*	*5·74*	*9·76*	Madras and Southern Mahratta.
5·95	3·50	2·46	9·36	11·4	4·79	8·95	
4·42	*2·65*	*2·04*	*9·02*	*10·7*	*4·41*	*9·41*	Mysore State.
4·31	..	2·02	8·72	12·8	4·31	10·4	
3·96	..	*2·52*	*8·80*	*14·7*	*3·96*	*10·5*	Nizam's State.
3·47	3·05	2·52	9·12	13·8	3·32	9·37	
3·46	..	*2·45*	*12·6*	*8·58*	*3·46*	*8·72*	Rohilkund and Kumaon.
3·34	..	2·45	12·0	8·66	3·34	8·76	
4·89	..	*2·51*	*9·52*	*11·6*	*4·89*	*10·3*	South Indian.
5·18	..	2·56	9·05	11·8	5·18	10·1	
3·70	*2·40*	*2·35*	*8·93*	*10·2*	*3·43*	*8·80*	Total 3' 3½" Gauge.
3·77	2·70	2·37	8·92	9·81	3·56	8·56	
							2' 6" and 2' 0" Gauges.
6·04	*2·45*	*2·45*	*11·3*	*8·44*	*5·87*	*7·73*	Bengal Nagpur.
6·02	..	2·45	12·20	8·47	6·01	7·71	
8·16	..	*1·80*	*21·8*	*19·9*	*8·16*	*19·9*	Bombay, Baroda and Central India.
7·66	..	1·80	21·7	20·8	7·66	20·7	
..	..	..	*19·9*	*17·8*	..	*17·8*	Eastern Bengal.
..	..	..	23·9	12·6	..	12·2	
6·31	..	..	*12·9*	*20·2*	*6·31*	*17·2*	Great Indian Peninsula.
6·09	..	..	15·2	21·4	6·09	18·2	
..	..	*2·46*	*8·87*	*12·1*	..	*11·5*	Mysore State.
..	..	4·80	9·26	14·4	..	13·5	
4·34	..	*5·38*	*16·3*	*23·8*	*4·34*	*17·8*	North Western (Commercial).
4·16	..	6·87	19·3	26·4	4·16	21·4	
3·84	*3·18*	*4·07*	*12·2*	*13·7*	*3·83*	*12·5*	North Western (Military).
3·43	..	3·82	11·4	11·7	3·43	11·1	
4·27	*3·18*	*4·78*	*15·8*	*19·4*	*4·27*	*16·0*	North Western (Total).
4·06	..	5·63	17·7	20·3	4·06	17·7	
..	..	..	*11·1*	*19·0*	..	*14·9*	South Indian.
..	..	..	10·8	21·2	..	16·7	
5·34	*2·77*	*2·71*	*13·3*	*13·5*	*5·28*	*11·7*	Total 2' 6" and 2' 0" Gauges.
5·44	..	2·73	14·7	14·3	5·44	12·3	
3·13	*2·45*	*2·32*	*7·47*	*9·02*	*2·93*	*6·11*	Total Class I Railways.
3·09	2·56	2·30	7·41	8·69	2·95	6·07	

14.—*Statement of Revenue Earnings and Expenses*

NOTE. I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of 'Appropriation to Deprecia.

NOTE. II.— "Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE. III.— Please see note under heading of Statement. No. 2 (*a*).

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousand of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.
1	2	3	4	5	6	7
5' 6" GAUGE.						
Bengal-Nagpur	*1940-41*	*2,34,912*	*11,72,12*	*45,571*	*874·0*	*7·34*
	1941-42	2,37,093	12,99,49	50,504	968·6	7·81
Bombay, Baroda and Central India	*1940-41*	*2,20,933*	*8,39,39*	*66,640*	*1,278·2*	*9·65*
	1941-42	2,24,499	9,76,28	77,710	1,490·3	11·2
Eastern Bengal	*1940-41*	*2,64,153*	*4,23,55*	*47,141*	*904·1*	*5·46*
	1941-42	2,52,967	4,61,35	51,349	984·8	6·02
East Indian	*1940-41*	*3,46,556*	*24,41,74*	*54,180*	*1,039·1*	*6·97*
	1941-42	3,61,507	27,23,67	61,353	1,176·6	7·64
Great Indian Peninsula	*1940-41*	*3,26,938*	*17,36,99*	*50,528*	*968·8*	*7·45*
	1941-42	3,25,920	21,95,08	64,950	1,245·3	9·01
Madras and Southern Mahratta	*1940-41*	*1,84,152*	*5,33,52*	*46,547*	*892·7*	*7·36*
	1941-42	1,82,753	6,32,18	55,956	1,073·1	8·43
Nizam's State	*1940-41*	*1,14,373*	*1,77,38*	*25,779*	*494·4*	*8·90*
	1941-42	1,16,182	2,13,15	30,976	594·0	10·0
North Western (Commercial)	*1940-41*	*2,27,114*	*17,60,69*	*35,949*	*689·4*	*7·59*
	1941-42	2,30,461	20,54,76	42,595	816·9	8·58
North Western (Military)	*1940-41*	*1,96,686*	*1,63,84*	*11,602*	*222·5*	*5·58*
	1941-42	1,95,342	1,92,58	13,637	261·5	5·99
North Western (Total)	*1940-41*	*2,19,588*	*19,24,53*	*30,600*	*584·9*	*7·37*
	1941-42	2,21,577	22,47,34	36,037	691·1	8·27
South Indian	*1940-41*	*1,95,093*	*2,24,69*	*28,339*	*543·5*	*5·38*
	1941-42	(a)1,96,910	2,67,53	34,874	668·8	6·42
TOTAL 5' 6" GAUGE	*1940-41*		*94,73,91*	*43,966*	*843·2*	*7·27*
	1941-42		1,10,16,07	51,717	991·8	8·22
3' 3¾" GAUGE.						
Assam-Bengal	*1940-41*	*1,96,996*	*2,23,22*	*16,440*	*315·3*	*4·81*
	1941-42	1,94,378	(b) 2,64,91	18,031	345·8	5·14
Bengal and North Western	*1940-41*	*1,07,617*	*4,13,84*	*18,336*	*352·0*	*4·00*
	1941-42	1,08,348	4,38,39	19,480	373·0	5·00
Bikaner State	‡‡ *1940-41*	..	..	..	..	..
	1941-42	48,535	58,50	6,625	127·1	4·63
Bombay, Baroda and Central India	*1940-41*	‡	*6,29,30*	*31,075*	*595·7*	*6·52*
	1941-42	‡	6,39,90	31,754	609·0	6·96

* In the case of State-owned railways. † In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

‡ Included in 5' 6" Gauge. ‡‡ Was class II Railway.

(a) Figures include capital at charge and route mileage of narrow gauge.

of Class I Railways rated against selected units for the years 1940-41 and 1941-42.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R. & K., Jodhpur and N. S. tion Reserve Fund' instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5' 6" Gauge.
6,87,41	*510·8*	*4·29*	*4,84,21*	*18,936·7*	*3·05*	Bengal-Nagpur.
7,13,93	529·7	4·27	5,85,56	22,880·8	3·54	
4,40,86	*671·3*	*5·07*	*3,98,53*	*31,639·7*	*4·58*	Bombay, Baroda and Central India.
4,72,22	721·0	5·41	5,04,06	40,122·0	5·77	
3,33,48	*711·8*	*4·30*	*90,07*	*10,023·1*	*1·16*	Eastern Bengal.
3,54,72	757·2	4·63	1,06,63	11,868·2	1·39	
13,49,22	*573·7*	*3·85*	*10,92,52*	*24,263·5*	*3·12*	East Indian.
15,48,13	668·5	4·34	11,75,54	26,496·7	3·30	
9,30,36	*519·4*	*3·99*	*8,06,43*	*23,458·6*	*3·46*	Great Indian Peninsula.
11,17,51	634·2	4·59	10,77,57	31,883·9	4·42	
2,89,18	*483·9*	*3·99*	*2,44,34*	*21,317·0*	*3·37*	Madras and Southern Mahratta.
3,12,56	530·6	4·17	3,19,62	28,290·7	4·26	
74,23	*206·9*	*3·72*	*1,03,15*	*14,990·7*	*5·18*	Nizam's State.
83,94	233·9	3·94	1,29,21	18,778·0	6·06	
10,06,49	*394·1*	*4·84*	*7,54,20*	*15,389·0*	*3·25*	North Western (Commercial)
10,48,85	417·0	4·38	10,05,91	20,852·2	4·20	
1,78,03	*241·8*	*6·06*	*—14,19*	*—1,004·5*	*—0·48*	North Western (Military)
1,91,52	260·1	5·96	1,06	75·0	0·03	
11,84,52	*360·0*	*4·54*	*7,40,01*	*11,727·9*	*2·83*	North Western (Total)
12,40,37	381·5	4·56	10,06,97	16,147·2	3·71	
1,15,75	*280·0*	*2·77*	*1,03,94*	*13,739·9*	*2·61*	South Indian.
1,25,41	313·5	3·01	1,42,12	18,526·2	3·41	
54,05,21	*480·8*	*4·15*	*40,68,70*	*18,897·7*	*3·12*	Total 5' 6" Gauge.
59,68,79	537·0	4·45	50,47,28	23,714·3	3·77	
						3' 3¼" Gauge.
1,65,52	*228·7*	*3·49*	*57,70*	*4,516·0*	*1·32*	Assam-Bengal.
1,75,06	242·6	3·61	(b)89,85	5,381·3	1·53	
1,93,33	*163·0*	*2·00*	*2,20,51*	*9,825·0*	*2·00*	Bengal and North Western.
1,96,07	166·0	2·00	2,42,32	10,836·0	3·00	
..	..	..	..	..	..	Bikaner State.
32,92	71·5	2·61	25,58	2,896·4	2·02	
3,13,31	*296·8*	*3·25*	*3,15,99*	*15,603·5*	*3·27*	Bombay, Baroda and Central India.
3,39,94	323·5	3·70	2,99,96	14,884·9	3·26	

(b) Includes Rs. 20,70 thousands due to foreign railways' share of earnings not apportioned. This amount has been excluded in working out results of the railway for cols. 5,6,7,12 and 13.

14.—*Statement of Revenue Earnings and Expenses of Class I*

NOTE I.—Upto the year 1935-36, the figures of total working expenses of *other than* State-managed railways (Class I) included actual railways in respect of other than State-owned portions of their railway systems) include the figures of "Appropriation to Depre.

NOTE II.—"Credits for released Materials" previously accounted for under "Earnings" are booked under Depreciation Reserve

NOTE III.—Please see note under heading of Statement No. 2 (*a*).

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1940-41*	‡	*2,63,86*	*24,193*	*464·0*	*5·04*
	1941-42	‡	2,90,13	23,522	451·1	5·17
Jodhpur	*1940-41*	*56,491*	*1,50,76*	*13,533*	*259·5*	*6·12*
	1941-42	55,225	1,70,70	15,268	292·8	6·91
Madras and Southern Mahratta	*1940-41*	‡	*¶3,10,45*	*16,716*	*320·6*	*4·40*
	1941-42	‡	¶3,60,46	19,534	374·6	4·71
Mysore State	*1940-41*	*89,749*	*88,32*	*14,492*	*277·9*	*3·70*
	1941-42	90,951	98,65	16,188	310·5	4·12
Nizam's State	*1940-41*	‡	*96,26*	*14,328*	*274·8*	*5·45*
	1941-42	‡	1,07,24	15,963	306·1	5·73
Rohilkund and Kumaon	*1940-41*	*83,957*	*93,96*	*16,645*	*322·0*	*5·00*
	1941-42	84,266	93,20	16,542	315·0	4·00
South Indian	*1940-41*	‡	*3,87,73*	*21,540*	*413·1*	*3·65*
	1941-42	‡	4,57,24	25,597	400·9	4·33
TOTAL 3′ 3⅜″ GAUGE	*1940-41*		*26,57,70*	*19,865*	*380·9*	*4·82*
	1941-42		29,79,32	20,723	397·4	5·20
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1940-41*	‡	*36,90*	*3,983*	*76·4*	*1·83*
	1941-42	‡	42,69	4,616	88·5	2·07
Bombay, Baroda and Central India	*1940-41*	‡	*11,94*	*5,316*	*102·2*	*2·80*
	1941-42	‡	12,28	5,470	105·0	3·12
Eastern Bengal	*1940-41*	‡	*1,44*	*3,928*	*75·3*	*1·15*
	1941-42	‡	1,67	4,535	87·0	1·33
Great Indian Peninsula	*1940-41*	‡	*9,56*	*4,102*	*78·4*	*1·89*
	1941-42	‡	8,66	4,294	82·6	1·96
Mysore	*1940-41*	††	*(a) 3,73*	*2,896*	*56·5*	*1·61*
	1941-42	††	(a) 4,47	3,470	66·6	1·85
North Western (Commercial)	*1940-41*	‡	*32,94*	*9,973*	*191·3*	*3·83*
	1941-42	‡	41,60	13,334	255·7	3·98
North Western (Military)	*1940-41*	‡	*9,44*	*3,004*	*57·6*	*3·43*
	1941-42	‡	13,17	4,192	80·4	3·98
North Western (Total)	*1940-41*	‡	*42,38*	*6,575*	*126·1*	*3·73*
	1941-42	‡	54,77	8,747	167·7	3·98
South Indian	*1940-41*	‡	*2,13*	*2,154*	*41·3*	*1·45*
	1941-42	‡	1,00	2,652	50·9	1·71
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1940-41*		*1,03,03*	*4,714*	*90·3*	*2·35*
	1941-42		1,25,54	5,757	110·4	2·67
TOTAL CLASS I RAILWAYS	*1940-41*	*2,23,715*	*1,22,39,69*	*32,936*	*631·7*	*6·45*
	1941-42	2,20,859	1,41,20,93	37,363	716·5	7·21

* In the case of State-owned railways. In the case of other than State-owned railways.

§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service, but while calculating working results in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

‡ Included in 5′ 6″ gauge.

Railways rated against selected units for the years 1940-41 and 1941-42—concld.

expenditure on 'Replacements and Renewals', but from 1936-37, all Class I Railways (except B. & N. W., R. & K., Jodhpur and N. S. ciation Reserve Fund" instead.
Fund from 1936-37.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5′ 3⅜″ Gauge—*concld.*
1,74,89	*302·1*	*3·28*	*88,97*	*8,440·7*	*1·76*	Eastern Bengal.
1,86,75	284·6	3·26	1,03,38	8,681·8	1·91	
71,38	*122·9*	*2·90*	*79,38*	*7,125·0*	*3·22*	Jodhpur.
75,05	128·7	3·04	95,65	8,555·4	3·87	
¶1,98,84	*205·4*	*2·82*	*¶1,11,61*	*6,007·6*	*1·58*	Madras and Southern Mahratta.
¶2,08,03	215·0	2·71	¶1,52,43	8,322·7	2·00	
54,51	*171·5*	*2·29*	*33,81*	*5,548·0*	*1·41*	Mysore State.
66,14	208·1	2·76	32,51	5,335·0	1·36	
54,65	*156·0*	*3·09*	*41,61*	*6,193·7*	*2·36*	Nizam's State.
58,60	167·3	3·13	48,64	7,240·8	2·60	
43,52	*147·0*	*2·00*	*50,44*	*8,935·0*	*3·00*	Rohilkund and Kumaon.
45,26	154·0	2·00	47,94	8,508·0	2·09	
2,65,93	*283·1*	*2·50*	*1,22,70*	*6,776·9*	*1·15*	South Indian.
2,79,73	299·7	2·64	1,77,51	9,971·4	1·69	
15,34,98	*218·7*	*2·77*	*11,22,72*	*8,462·7*	*2·05*	Total 5′ 3⅜″ Gauge.
16,63,55	220·3	2·88	13,15,77	9,234·2	2·32	
						2′ 6″ and 2′ 0″ Gauges.
54,93	*113·7*	*2·73*	*—18,03*	*—1,946·8*	*—0·90*	Bengal Nagpur.
58,17	120·6	2·82	—15,48	—1,673·9	—0·75	
9,22	*78·4*	*2·16*	*2,72*	*1,212·5*	*0·64*	Bombay, Baroda and Central India.
9,42	80·5	2·39	2,86	1,276·0	0·73	
1,42	*73·5*	*1·12*	*2*	*97·6*	*0·03*	Eastern Bengal.
1,59	82·8	1·27	8	216·6	0·06	
4,76	*39·1*	*0·94*	*4,80*	*2,060·5*	*0·95*	Great Indian Peninsula.
3,90	37·0	0·88	4,76	2,361·8	1·08	
2,33	*34·7*	*1·00*	*1,40*	*1,037·0*	*0·61*	Mysore State.
2,67	39·8	1·11	1,80	1,398·0	0·74	
33,83	*196·5*	*3·93*	*—89*	*—272·9*	*—0·10*	North Western (Commercial).
99,89	614·0	9·55	—58,29	—1,867·7	—5·57	
19,50	*119·0*	*7·09*	*—10,06*	*—3,203·7*	*—3·66*	North Western (Military).
21,15	129·1	6·40	—7,98	—2,541·2	—2·41	
53,33	*158·7*	*4·70*	*—10,95*	*—1,701·6*	*—0·97*	North Western (Total).
1,21,04	370·7	8·79	—66,27	—10,583·5	—4·81	
3,83	*74·4*	*2·61*	*—1,70*	*—1,724·2*	*—1·16*	South Indian.
2,26	115·0	3·88	—1,26	—3,344·3	—2·17	
1,29,82	*108·6*	*2·83*	*—21,74*	*—948·1*	*—0·47*	Total 2′ 6″ and 2′ 0″ Guages.
1,99,05	175·1	4·24	—73,51	—3,371·1	—1·57	
70,70,01	*364·2*	*3·72*	*51,69,68*	*13,945·6*	*2·73*	Total Class I Railways.
78,31,39	396·6	3·99	62,89,54	16,683·6	3·22	

§ Includes earnings & expenditure of Mormugao Harbour.
†† included in 5′ 3⅜″ Gauge. (*a*) Excludes earnings of Tadasa Hebbe Tramway.

15.—*Results of working of Class I Railways*

NOTE I.—The rate of interest for calculating the figures given under column 16 was

NOTE II.—Upto the year 1935-36, the figures of total working expenses of other than State-managed railways (Class I) included and N. S. railways in respect of other than State-owned portions of their railway system) include the figures of 'Appropriation to

Railway.	Year.	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5' 6" GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1940-41*	*6,65,72,714*	*1,57,41,664*	*5,08,31,050*	*3·34*	*2·49*	*0·85*
	1941-42	6,84,03,934	1,57,68,099	5,26,35,835	3·94	2·46	1·48
Bombay, Baroda and Central India	*1940-41*	*4,26,41,830*	*1,80,99,417*	*2,45,42,413*	*5·80*	*3·31*	*2·49*
	1941-42	4,51,82,432	1,73,15,712	2,78,66,720	7·31	3·47	3·84
Eastern Bengal	*1940-41*	*3,07,95,838*	*1,68,74,008*	*1,39,21,830*	*3·03*	*3·00*	*0·03*
	1941-42	3,14,64,453	1,77,89,239	1,36,75,214	3·43	3·18	0·25
East Indian	*1940-41*	*12,90,77,946*	*3,71,98,013*	*9,18,79,933*	*3·86*	*2·11*	*1·75*
	1941-42	14,83,27,730	4,24,07,416	10,59,20,314	4·62	2·41	2·21
Great Indian Peninsula	*1940-41*	*8,96,32,537*	*3,57,73,257*	*5,38,59,280*	*4·19*	*2·59*	*1·60*
	1941-42	10,65,25,802	3,87,19,153	6,78,06,649	5·91	2·94	2·97
Madras and Southern Mahratta	*1940-41*	*2,82,89,258*	*1,02,69,001*	*1,80,20,257*	*4·11*	*2·40*	*1·71*
	1941-42	3,00,12,665	1,08,64,585	1,91,48,080	5·17	2·53	2·64
Nizam's State	*1940-41*	*71,46,745*	*22,32,074*	*49,14,671*	*5·21*	*2·33*	*2·88*
	1941-42	80,69,062	24,20,361	56,48,701	6·69	2·50	4·19
North Western	*1940-41*	*11,43,07,586*	*5,04,94,950*	*6,38,12,636*	*4·27*	*3·13*	*1·14*
	1941-42	11,91,76,659	5,31,33,038	6,60,43,621	5·58	3·23	2·35
South Indian	*1940-41*	*1,12,55,808*	*60,83,633*	*51,72,175*	*2·37*	*2·00*	*0·37*
	1941-42	1,21,64,465	60,91,530	60,72,935	3·13	2·16	0·97
3' 3¾" GAUGE.							
Assam-Bengal	*1940-41*	*1,58,37,206*	*67,62,487*	*90,74,719*	*4·18*	*3·11*	*1·07*
	1941-42	1,65,75,900	72,50,299	93,25,601	(a) 4·58	3·20	(a) 1·38
Bengal and North-Western	*1940-41*	*1,71,98,101*	*78,56,301*	*93,41,800*	*3·00*	*1·00*	*2·00*
	1941-42	1,72,20,650	71,39,078	1,00,81,572	3·00	1·00	2·00
Bikaner State	*1940-41*†	..	..	..	..	..	..
	1941-42	32,24,782	14,43,238	17,81,544	4·65	2·47	2·18
Bombay, Baroda and Central India	*1940-41*	*3,03,90,786*	*1,13,97,679*	*1,89,93,107*	*4·09*	*2·18*	*1·91*
	1941-42	3,21,60,844	1,14,19,066	2,07,41,778	4·84	2·39	2·45
Eastern Bengal	*1940-41*	*1,58,41,626*	*74,79,886*	*83,61,740*	*3·10*	*2·42*	*0·68*
	1941-42	1,70,27,972	79,61,364	90,66,608	3·29	2·49	0·79
Jodhpur	*1940-41*	*66,27,560*	*25,74,586*	*40,52,974*	*4·28*	*2·01*	*2·27*
	1941-42	68,57,723	24,93,013	43,64,710	5·11	2·05	3·06
Madras and Southern Mahratta	*1940-41*	*1,89,72,671*	*82,15,167*	*1,07,57,504*	*2·49*	*2·06*	*0·43*
	1941-42	1,97,77,221	77,32,893	1,20,44,328	3·05	1·95	1·10
Mysore State	*1940-41*	*53,04,709*	*27,58,969*	*25,45,740*	*2·32*	*1·78*	*0·54*
	1941-42	64,75,244	34,38,010	30,37,234	2·79	2·22	0·57
Nizam's State	*1940-41*	*52,76,229*	*25,04,848*	*27,71,381*	*3·03*	*2·04*	*0·99*
	1941-42	56,39,941	24,54,998	31,84,943	3·32	2·02	1·30
Rohilkund and Kumaon	*1940-41*	*39,23,862*	*17,80,867*	*21,42,995*	*2·66*	*1·32*	*1·34*
	1941-42	40,53,033	18,44,766	22,08,267	2·74	1·41	1·33
South Indian	*1940-41*	*2,49,69,363*	*1,42,10,378*	*1,07,58,985*	*2·10*	*1·78*	*0·32*
	1941-42	2,56,29,594	1,39,00,816	1,17,28,778	2·63	1·81	0·82

§The results in columns 6 to 17 exclude steam boat

*Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

†Was class II Railway.

(a) In Working out these results Rs. 20,70, thousands representing the unapportioned share of foreign Railways, earnings, have been omitted.

for the years 1940-41 and 1941-42.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34 and further reduced to 4 per cent. from 1938-39.
actual expenditure on 'Replacements and Renewals', but from 1936-37, all Class I railways (except B. & N. W., R. & K., Jodhpur Depreciation Reserve Fund' instead.

§ Goods Traffic.									
Goods earnings per train mile.	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 4 per cent. per annum) (see note under the heading).	Profit on working a goods unit (*viz.*, one ton) one mile.	Railway.
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5' 6" Gauge.
9·84	*5·34*	*4·50*	*48·3*	*26·2*	*22·1*	*2·59*	*3·74*	*2·17*	Bengal Nagpur.
10·1	5·21	4·89	49·0	25·4	23·6	2·44	3·49	2·22	
15·7	*7·60*	*8·13*	*67·4*	*32·6*	*34·8*	*3·90*	*5·83*	*4·20*	Bombay, Baroda and Central India.
15·8	7·44	8·35	68·8	32·4	36·4	3·74	5·48	4·17	
10·7	*6·54*	*4·16*	*50·0*	*30·6*	*19·4*	*4·73*	*6·92*	*3·02*	Eastern Bengal.
11·1	6·63	4·47	52·7	31·5	21·2	4·87	7·08	3·25	
9·82	*5·30*	*4·52*	*40·6*	*21·9*	*18·7*	*2·34*	*3·43*	*1·98*	East Indian.
10·3	5·89	4·37	41·7	23·9	17·8	2·59	3·63	1·90	
11·9	*5·67*	*6·18*	*54·6*	*26·2*	*28·5*	*3·03*	*4·59*	*3·27*	Great Indian Peninsula.
12·2	6·07	6·12	56·8	28·3	28·6	3·02	4·32	3·00	
11·8	*6·07*	*5·69*	*47·6*	*24·6*	*23·1*	*2·99*	*4·41*	*2·78*	Madras and Southern Mahratta.
12·4	5·98	6·41	51·8	25·0	26·8	2.87	4·16	3·05	
12·1	*4·76*	*7·34*	*57·7*	*22·8*	*34·9*	*2·60*	††*4·93*	*3·93*	Nizam's State.
12·5	4·87	7·63	60·0	23·4	36·6	2·43	††4·44	3·76	
12·0	*6·40*	*5·60*	*55·6*	*29·7*	*25·9*	*3·93*	*5·90*	*3·33*	North Western.
11·9	6·16	5·74	54·7	28·2	26·5	3·63	5·36	3·32	
13·2	*4·57*	*8·63*	*78·4*	*27·1*	*51·3*	*3·36*	*4·90*	*5·75*	South Indian.
13·0	4·50	8·50	84·6	29·3	55·3	3·30	4·70	5·64	
									2' 3½" Gauge.
5·37	*3·83*	*1·54*	*36·8*	*26·2*	*10·6*	*5·52*	*9·12*	*2·29*	Assam-Bengal.
5·58	3·89	1·69	38·3	26·7	11·6	5·86	9·45	2·28	
7·00	*3·00*	*4·00*	*35·0*	*14·0*	*21·0*	*3·00*	*4·40*	*4·28*	Bengal and North-Western.
7·00	3·00	4·00	35·0	14·0	21·0	3·00	4·22	4·01	
..	..	..	..	..	..	..	..	..	Bikaner State.
4·51	2·62	1·89	37·2	21·6	15·6	5·64	8·64	4·06	
9·18	*4·29*	*4·89*	*44·0*	*20·6*	*23·4*	*4·00*	*5·25*	*4·62*	Bombay, Baroda and Central India.
8·84	4·69	4·15	42·9	22·8	20·1	4·36	5·64	3·88	
7·48	*4·09*	*3·39*	*33·1*	*18·1*	*15·0*	*4·90*	‡*7·04*	*4·04*	Eastern Bengal.
7·58	3·91	3·67	34·7	17·9	16·8	4·93	‡7·10	4·39	
7·67	*3·41*	*4·26*	*35·9*	*16·0*	*19·9*	*3·64*	*5·04*	*4·52*	Jodhpur.
8·14	3·48	4·66	38·0	16·2	21·8	3·27	4·46	4·37	
6·86	*3·70*	*3·16*	*47·2*	*25·5*	*21·8*	*5·28*	*7·58*	*4·18*	Madras and Southern Mahratta.
6·40	3·38	3·02	44·7	23·6	21·1	4·75	6·69	4·20	
6·09	*3·05*	*3·04*	*51·5*	*25·8*	*25·8*	*4·75*	*6·93*	*4·66*	Mysore State.
6·43	3·59	2·84	54·0	30·2	23·9	5·94	8·20	4·50	
10·6	*5·15*	*5·45*	*55·2*	*26·7*	*28·5*	*5·16*	**	*5·34*	Nizam's State.
9·88	4·87	5·01	52·8	26·0	26·8	4·73	**	4·64	
7·43	*2·96*	*4·47*	*46·1*	*18·3*	*27·8*	*3·49*	*5·19*	*5·23*	Rohilkund and Kumaon.
6·76	2·84	3·92	44·5	18·7	25·8	3·71	5·47	5·05	
8·15	*4·34*	*3·81*	*43·3*	*23·0*	*20·3*	*5·51*	*8·64*	*4·79*	South Indian.
8·52	4·36	4·16	46·5	23·8	22·7	5·24	8·10	4·86	

earnings and expenses.
Sundry earnings.
‡Metre and Narrow gauges combined. ** Included in Broad gauge. ††Broad and Metre gauges combined.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1940-41 and 1941-42.*

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1940-41*	*3,736,413*	§*1,942,092*	*7,197,724*	§*2,602,081*	*8,281,348*	§*2,624,181*	*8,473,682*
	1941-42	4,128,001	(*b*)2,057,274	7,823,323	(*b*)2,729,482	8,985,612	*b*2,748,108	9,173,520
Bombay, Baroda and Central India	*1940-41*	*1,200,788*	*1,354,778*	*2,700,787*	*1,763,231*	*3,007,514*	*1,766,916*	*3,056,729*
	1941-42	1,412,727	1,354,189	3,134,991	1,719,849	3,492,326	1,723,265	3,565,432
Eastern Bengal	*1940-41*	*478,221*	*1,489,847*	*1,158,473*	*1,976,220*	*1,321,178*	*1,982,358*	*1,635,536*
	1941-42	453,724	1,546,498	1,118,854	2,031,966	1,281,116	2,037,856	1,566,572
East Indian	*1940-41*	*7,386,531*	*5,206,894*	*14,659,348*	*6,961,543*	*16,418,932*	*7,039,805*	*17,388,478*
	1941-42	7,736,835	5,426,949	15,449,600	7,193,961	17,269,483	7,277,789	18,177,615
Great Indian Peninsula — Steam	*1940-41*	*3,065,961*	*3,214,718*	*6,509,655*	*4,306,367*	*7,511,098*	*4,313,327*	*7,625,784*
	1941-42	3,848,965	3,401,550	7,860,334	4,431,120	9,053,817	4,440,795	9,175,608
Great Indian Peninsula — Electric	*1940-41*	*331,714*	*549,615*	*711,713*	*717,151*	*825,842*	*718,902*	*832,732*
	1941-42	449,748	622,863	919,285	796,728	1,069,006	798,087	1,079,944
Madras and Southern Mahratta	*1940-41*	*1,148,011*	§§*1,199,730*	*2,500,861*	§§*1,644,818*	*2,869,549*	§§*1,657,398*	*2,907,334*
	1941-42	1,269,329	(*c*)1,293,386	2,682,237	(*c*)1,757,331	3,083,400	(*c*)1,768,999	3,118,908
Nizam's State	*1940-41*	*361,106*	*311,845*	*751,758*	*412,137*	*886,991*	*412,786*	*908,888*
	1941-42	443,335	339,651	882,877	455,749	1,042,333	456,290	1,064,901
North Western	*1940-41*	*3,049,351*	*4,835,095*	*6,793,701*	*6,296,040*	*7,772,419*	*6,310,699*	*7,975,101*
	1941-42	3,438,748	5,206,811	7,097,519	6,699,218	8,159,289	6,713,680	8,345,010
South Indian	*1940-41*	*283,120*	*–‡605,699*	*629,119*	*‡886,217*	*725,293*	*‡886,511*	*753,692*
	1941-42	342,785	**598,986	718,935	**861,655	832,188	**862,219	859,587
TOTAL 5′ 6″ GAUGE — Steam	*1940-41*	*20,709,502*	*20,160,698*	*42,901,926*	*26,848,654*	*48,794,322*	*26,993,981*	*50,725,254*
	1941-42	23,074,449	21,225,294	46,768,670	27,880,331	53,199,564	28,029,001	55,047,148
TOTAL 5′ 6″ GAUGE — Electric	*1940-41*	*331,714*	*549,615*	*711,713*	*717,151*	*825,842*	*718,902*	*832,732*
	1941-42	449,748	622,863	919,285	796,728	1,069,006	798,087	1,079,944
3′ 3⅜″ GAUGE.								
Assam Bengal	*1940-41*	*302,694*	*513,266*	*684,807*	*637,407*	*822,495*	*639,306*	*857,923*
	1941-42	293,958	533,823	681,528	663,069	816,115	665,078	855,356
Bengal and North Western	*1940-41*	*588,737*	*845,976*	*1,178,740*	*†1,126,848*	*1,334,370*	*†1,192,631*	*1,418,138*
	1941-42	662,684	771,486	1,295,537	††1,046,389	1,469,252	†††1,107,174	1,563,515
Bikaner State	*1940-41*	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)	(*a*)
	1941-42	60,639	115,919	135,658	154,551	187,076	154,591	190,829
Bombay, Baroda and Central India	*1940-41*	*905,018*	*966,893*	*1,804,963*	*1,245,556*	*2,040,739*	*1,246,180*	*2,076,636*
	1941-42	904,164	889,456	1,798,163	1,142,596	2,031,838	1,144,113	2,078,186

*Excluding traffic carried in departmental trains.
**Includes 91,527 (000) Gross Ton miles of running power trains.
† Includes 65,(000) ton miles on account of engine power supplied by the R. & K. Rly.
†† Includes 64,(000) ton miles on account of engine power supplied by the R. & K. Rly.
‡ Includes 86,129-(000) Gross Ton miles of running power trains.
§ Excludes 237,(000) ton miles of M. & S. M. Railway trains worked by B. N. Railway engines.
§§ Includes 237,(000) ton miles of M. & S. M. Railway trains hauled by B. N. Railway Engines.
(*a*) Included under class II Railways.
(*b*) Excludes 197 (000) ton miles of M. & S. M. Railway trains worked by B. N. Railway Engines.
(*c*) Includes 197 (000) ton miles in respect of M. & S. M. Railway, trains hauled by B. N. Railway Engines.

16.—*Statement of Ton Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1940-41 and 1941-42*—concld.

NOTE.—The figures in this Statement *exclude* the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3' 3½" GAUGE—*concld.*								
Eastern Bengal	*1940-41*	*305,549*	*684,403*	*734,137*	*863,042*	*837,693*	*865,309*	*967,326*
	1941-42	323,793	715,583	734,664	896,412	846,424	899,130	1,023,953
Jodhpur	*1940-41*	*210,625*	*259,549*	*444,076*	*325,184*	*505,283*	*325,598*	*512,564*
	1941-42	251,585	266,286	499,509	328,433	564,435	329,032	576,062
Madras and Southern Mahratta	*1940-41*	*387,750*	*590,835*	*875,352*	*817,645*	*1,061,218*	*822,105*	*1,078,660*
	1941-42	483,717	614,426	1,080,231	845,185	1,312,355	848,874	1,324,098
Mysore State	*1940-41*	*102,607*	*208,824*	*230,991*	*317,864*	*293,632*	*318,614*	*294,045*
	1941-42	97,706	217,579	227,116	329,780	289,851	330,267	291,714
Nizam's State	*1940-41*	*100,694*	*175,335*	*211,800*	*238,966*	*248,835*	*240,022*	*265,562*
	1941-42	126,480	184,792	258,527	247,892	303,241	248,652	322,583
Rohilkund and Kumaon	*1940-41*	*113,550*	*160,946*	*221,242*	*221,354*	*252,030*	*222,918*	*268,247*
	1941-42	110,936	162,395	219,755	221,184	251,592	222,767	266,662
South Indian**	*1940-41*	*350,473*	*886,973*	*817,038*	*1,265,569*	*947,423*	*1,266,687*	*1,008,326*
	1941-42	409,467	879,757	907,477	1,240,525	1,052,258	1,241,956	1,104,283
TOTAL 3' 3½" GAUGE.	*1940-41*	*3,367,697*	*5,293,000*	*7,203,146*	*7,059,435*	*8,343,618*	*7,139,450*	*8,747,417*
	1941-42	3,725,129	5,251,502	7,838,163	7,116,016	9,124,437	7,191,574	9,597,246
2' 6" & 2' 0" GAUGES.								
Bengal Nagpur	*1940-41*	*48,429*	*132,637*	*126,396*	*189,121*	*156,985*	*189,392*	*172,563*
	1941-42	54,748	135,502	131,827	190,183	172,068	190,316	190,410
Bombay, Baroda and Central India	*1940-41*	*5,355*	*16,625*	*12,244*	*24,091*	*16,208*	*24,097*	*17,154*
	1941-42	6,114	15,130	13,062	21,700	17,007	21,700	17,993
Eastern Bengal	*1940-41*	*59*	*5,985*	*199*	*7,383*	*244*	*7,384*	*376*
	1941-42	63	5,874	221	7,262	274	7,262	482
Great Indian Peninsula	*1940-41*	*5,268*	*24,689*	*15,975*	*37,752*	*23,797*	*37,757*	*28,435*
	1941-42	4,836	25,741	12,289	38,161	19,069	38,175	21,808
Mysore State	*1940-41*	*2,462*	*10,359*	*5,726*	*17,247*	*8,785*	*17,247*	*8,785*
	1941-42	2,364	11,743	5,712	19,661	8,648	19,661	8,725
North Western	*1940-41*	*25,914*	*46,389*	*66,825*	*67,464*	*96,907*	*68,035*	*101,296*
	1941-42	33,375	49,571	89,061	72,876	131,649	73,600	135,495
South Indian	*1940-41*	*1,566*	*5,881*	*3,925*	*9,498*	*5,622*	*9,506*	*5,622*
	1941-42†	657	2,328	1,569	3,789	2,247	3,794	2,247
TOTAL 2' 6" AND 2' 0" GAUGES	*1940-41*	*89,553*	*242,565*	*224,390*	*352,556*	*308,548*	*353,418*	*334,270*
	1941-42	102,157	245,889	253,741	353,632	350,962	354,508	377,155
TOTAL CLASS I RAILWAYS — Steam	*1940-41*	*24,166,752*	*25,696,263*	*50,329,462*	*34,260,645*	*57,446,488*	*34,486,829*	*59,806,941*
	1941-42	26,901,735	26,822,685	54,860,574	35,349,979	62,674,963	35,575,083	65,021,543
TOTAL CLASS I RAILWAYS — Electric	*1940-41*	*331,714*	*549,615*	*711,713*	*717,151*	*825,842*	*718,902*	*832,732*
	1941-42	449,748	622,863	919,285	796,728	1,069,006	798,087	1,079,944

* See remark on page 118.

† Lines closed for traffic on 31st October, 1941.

** Includes figures for Electric.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1940-41 and 1941-42. (In thousands.)*

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in Statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
		Goods.				Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total. (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total. (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total. (Cols. 13 +14).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" Gauge.														
Bengal Nagpur	*1940-41*	*6,182*	*5,354*	*3,469*	*8,823*	*87*	*199*	*286*	*6,269*	*9,022*	*15,291*	*48*	*500*	*548*
	1941-42	6,268	5,931	3,468	9,399	99	177	276	6,367	9,576	15,943	40	526	566
Bombay, Baroda & Central India	*1940-41*	*3,774*	*2,132*	*390*	*2,572*	*363*	*608*	*971*	*4,137*	*3,180*	*7,317*	*19*	*49*	*68*
	1941-42	3,365	2,734	406	3,142	296	565	861	3,661	3,647	7,308	18	100	118
Eastern Bengal	*1940-41*	*5,467*	*1,488*	*169*	*1,657*	*146*	*102*	*248*	*5,613*	*1,759*	*7,372*	*10*	*371*	*381*
	1941-42	5,448	1,489	172	1,661	140	80	220	5,588	1,741	7,329	8	321	329
East Indian	*1940-41*	*16,065*	*12,417*	*2,616*	*15,033*	*1,423*	*273*	*1,696*	*17,488*	*15,306*	*32,794*	*182*	*2,018*	*2,200*
	1941-42	16,270	13,103	2,672	15,775	1,155	203	1,358	17,425	15,978	33,403	197	2,007	2,204
Great Indian Peninsula — Steam	*1940-41*	*10,092*	*5,587*	*2,407*	*7,994*	*227*	*315*	*542*	*10,319*	*8,309*	*18,628*	*37*	*401*	*438*
	1941-42	9,323	7,056	2,454	9,510	215	273	488	9,598	9,783	19,381	60	368	428
Great Indian Peninsula — Electric	*1940-41*	*1,408*	*775*	*Nil*	*775*	*Nil*	*Nil*	*Nil*	*1,408*	*775*	*2,183*	*4*	*12*	*16*
	1941-42	1,446	999	Nil	999	Nil	Nil	Nil	1,446	999	2,445	4	28	32
Madras & Southern Mahratta	*1940-41*	*4,015*	*2,005*	*542*	*2,547*	*133*	*291*	*424*	*4,148*	*2,838*	*6,986*	*34*	*130*	*164*
	1941-42	4,037	2,134	628	2,762	132	267	399	4,169	3,029	7,198	35	172	207
Nizam's State	*1940-41*	*739*	*728*	*16*	*744*	*153*	*209*	*367*	*897*	*953*	*1,850*	*2*	*80*	*82*
	1941-42	727	846	35	881	190	198	388	917	1,079	1,996	1	83	84
North Western	*1940-41*	*11,035*	*6,541*	*1,588*	*8,129*	*4,911*	*1,562*	*6,473*	*15,996*	*9,691*	*25,687*	*49*	*275*	*324*
	1941-42	11,237	7,482	1,647	9,129	4,978	1,292	6,270	16,215	10,421	26,636	50	304	354
South Indian	*1940-41*	*2,963*	*628*	*219*	*847*	*95*	*82*	*177*	*3,048*	*929*	*3,977*	*1*	*201*	*202*
	1941-42	2,713	841	222	1,063	102	80	182	2,815	1,143	3,958	2	207	209
Total 5' 6" Gauge — Steam	*1940-41*	*60,372*	*36,930*	*11,416*	*48,346*	*7,543*	*3,641*	*11,184*	*67,915*	*51,987*	*119,902*	*382*	*4,025*	*4,407*
	1941-42	59,448	41,616	11,706	53,322	7,307	3,076	10,382	66,755	56,397	123,152	11	4,088	4,499
Total 5' 6" Gauge — Electric	*1940-41*	*1,408*	*775*	*Nil*	*775*	*Nil*	*Nil*	*Nil*	*1,408*	*775*	*2,183*	*4*	*12*	*16*
	1941-42	1,446	999	Nil	999	Nil	Nil	Nil	1,446	999	2,445	4	28	32
5' 3¼" Gauge.														
Assam Bengal	*1940-41*	*385*	*544*	*311*	*855*	*1,784*	*1,408*	*3,192*	*2,169*	*2,263*	*4,432*	*13*	*104*	*117*
	1941-42	497	585	328	913	1,757	1,350	3,107	2,254	2,263	4,517	13	130	143
Bengal and North Western	*1940-41*	*5,350*	*1,518*	*1,401*	*2,919*	*292*	*135*	*427*	*5,642*	*3,054*	*8,696*	*8*	*356*	*364*
	1941-42	4,995	1,727	1,479	3,206	512	205	717	5,507	3,411	8,918	8	361	369
Bikaner State	*1940-41*	†	†	†	†	†	†	†	†	†	†	†	†	†
	1941-42	181	69	*	69	399	598	997	580	667	1,247	1	12	13
Bombay, Baroda & Central India	*1940-41*	*4,422*	*1,981*	*1,748*	*3,729*	*789*	*634*	*1,423*	*5,211*	*4,363*	*9,574*	*4*	*58*	*62*
	1941-42	4,150	2,086	1,927	3,913	606	423	1,029	4,756	4,336	9,092	6	81	87

* Included with Main Lines in Col. 4.
† Included under class II Railways.

17.—*Statement of Train and Engine Mileage pertaining to Steam and Electric Locomotives on Class I Railways for the years 1940-41 and 1941-42 (In thousands)*—contd.

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total. (Cols. 4+5)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Passenger and total mixed.	Goods.	Total. (Cols. 13+14)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" GAUGE—*concld.*														
Eastern Bengal	*1940-41*	*2,535*	*1,312*	*94*	*1,406*	*548*	*331*	*879*	*3,083*	*1,737*	*4,820*	*7*	*309*	*316*
	1941-42	2,555	1,294	83	1,377	631	518	1,149	3,186	1,895	5,081	10	422	432
Jodhpur	*1940-41*	*707*	*567*	*50*	*617*	*567*	*549*	*1,116*	*1,274*	*1,166*	*2,440*	*4*	*20*	*24*
	1941-42	623	663	44	707	586	513	1,099	1,209	1,220	2,429	5	34	39
Madras & Southern Mahratta	*1940-41*	*3,639*	*1,964*	*557*	*2,221*	*329*	*582*	*909*	*3,968*	*2,501*	*6,769*	*23*	*106*	*129*
	1941-42	3,604	2,088	800	2,888	343	587	930	3,947	3,475	7,422	17	89	106
Mysore State	*1940-41*	*1,443*	*767*	*	*767*	*102*	*72*	*174*	*1,545*	*829*	*2,374*	*4*	*7*	*11*
	1941-42	1,469	772	*	772	76	72	148	1,545	844	2,389	2	2	4
Nizam's State	*1940-41*	*1,190*	*423*	*16*	*439*	*29*	*38*	*67*	*1,219*	*477*	*1,696*	*3*	*61*	*64*
	1941-42	1,172	520	12	532	38	49	87	1,210	581	1,791	4	72	76
Rohilkund and Kumaon	*1940-41*	*1,236*	*461*	*114*	*575*	*102*	*106*	*208*	*1,338*	*681*	*2,019*	*7*	*44*	*51*
	1941-42	1,193	503	121	624	113	99	212	1,306	723	2,029	6	54	60
South Indian	*1940-41*	*5,951*	*1,402*	*550*	*1,952*	*214*	*112*	*326*	*6,165*	*2,064*	*8,230*	*3*	*416*	*419*
	1941-42	6,665	1,542	634	2,176	227	100	327	6,892	2,276	9,168	4	414	418
Total 3' 3½" Gauge	*1940-41*	*17,255*	*10,529*	*4,841*	*15,422*	*4,256*	*3,965*	*8,221*	*21,511*	*12,435*	*33,946*	*74*	*1,383*	*1,457*
	1941-42	27,104	11,349	5,328	17,177	5,288	4,514	9,802	32,392	21,691	54,083	76	1,671	1,747
2' 6" & 2' 0" Gauges.			Total									Total		
Bengal-Nagpur	*1940-41*	*873*	*493*			*310*	*255*	*565*	*1,183*	*748*	*1,931*	*77*		
	1941-42	775	592			272	315	587	1,047	617	1,664	91		
Bombay, Baroda & Central India	*1940-41*	*76*	*5*			*199*	*129*	*328*	*275*	*144*	*419*	*2*		
	1941-42	64	14			178	128	306	242	142	384	2		
Eastern Bengal	*1940-41*	*99*	*Nil*			*78*	*4*	*82*	*177*	*4*	*181*	*5*		
	1941-42	97	Nil			19	5	24	116	5	121	5		
Great Indian Peninsula	*1940-41*	*8*	*Nil*			*269*	*186*	*455*	*277*	*186*	*463*	*32*		
	1941-42	17	Nil			260	146	406	267	146	413	13		
Mysore State	*1940-41*	*42*	*10*			*118*	*62*	*180*	*160*	*72*	*232*	*Nil*		
	1941-42	87	10			84	60	144	171	70	241	Nil		
North Western	*1940-41*	*136*	*417*			*304*	*206*	*510*	*440*	*623*	*1,063*	*42*		
	1941-42	166	654			306	172	478	472	826	1,298	44		
South Indian†	*1940-41*	*Nil*	*1*			*101*	*45*	*146*	*101*	*46*	*147*	*Nil*		
	1941-42	Nil	Nil			40	18	58	40	18	58	Nil		
Total 2' 6" & 2' 0" Gauges	*1940-41*	*1,234*	*926*			*1,319*	*897*	*2,216*	*2,553*	*1,323*	*4,376*	*163*		
	1941-42	1,196	1,180			1,259	844	2,103	2,455	2,024	4,479	167		
Total Class I Railways — Steam	*1940-41*	*89,474*	*62,742*			*13,613*	*8,503*	*22,121*	*103,092*	*73,245*	*176,337*	*6,127*		
	1941-42	87,748	71,679			13,854	8,433	22,287	101,602	80,112	181,714	6,413		
Total Class I Railways — Electric	*1940-41*	*1,408*	*775*			*Nil*	*Nil*	*Nil*	*1,408*	*775*	*2,183*	*16*		
	1941-42	1,446	999			Nil	Nil	Nil	1,446	999	2,445	32		

* Included with Main lines in Col. 4
† Lines closed for traffic on 31-10-1941

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric locomotives on

NOTE.—The figures in this Statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22).	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25 +26.)
16	17	18	19	20	21	22	23	24	25	26	27
5' 6" Gauge.											
Bengal Nagpur	*1940-41*	*272*	*50*	*327*	*3,082*	*491*	*3,573*	*15*	*22*	*71*	*108*
	1941-42	288	49	337	3,348	495	3,843	41	28	63	132
Bombay, Baroda & Central India	*1940-41*	*158*	*21*	*179*	*884*	*141*	*1,025*	*11*	*4*	*176*	*191*
	1941-42	175	19	194	1,076	132	1,208	6	6	201	213
Eastern Bengal	*1940-41*	*323*	*62*	*385*	*869*	*116*	*985*	*Nil*	*Nil*	*34*	*34*
	1941-42	331	71	402	879	125	1,004	6	Nil	42	48
East Indian	*1940-41*	*342*	*14*	*356*	*4,731*	*273*	*5,004*	*87*	*83*	*495*	*665*
	1941-42	893	9	902	4,926	272	5,198	169	113	525	807
Great Indian Peninsula — Steam	*1940-41*	*243*	*17*	*260*	*2,324*	*258*	*2,582*	*119*	*100*	*122*	*341*
	1941-42	335	18	353	2,788	231	3,019	206	100	128	434
Great Indian Peninsula — Electric	*1940-41*	*173*	*1*	*174*	*63*	*15*	*78*	*105*	*37*	*56*	*198*
	1941-42	165	1	166	73	18	91	129	29	57	215
Madras & Southern Mahratta	*1940-41*	*171*	*14*	*185*	*661*	*147*	*808*	*40*	*7*	*123*	*170*
	1941-42	186	15	201	756	134	890	49	23	172	244
Nizam's State	*1940-41*	*64*	*9*	*73*	*242*	*26*	*268*	*5*	*2*	*34*	*41*
	1941-42	71	8	79	268	36	304	8	5	56	69
North Western	*1940-41*	*1,132*	*111*	*1,243*	*2,047*	*612*	*2,659*	*215*	*76*	*204*	*495*
	1941-42	1,109	139	1,248	2,497	733	3,230	310	75	235	620
South Indian	*1940-41*	*18*	*74*	*92*	*195*	*145*	*340*	*2*	*13*	*11*	*26*
	1941-42	21	69	90	230	159	389	14	11	21	46
Total 5' 6" Gauge — Steam	*1940-41*	*3,228*	*372*	*3,600*	*16,035*	*2,209*	*17,244*	*500*	*307*	*1,270*	*2,077*
	1941-42	3,409	397	3,806	16,768	2,317	19,085	809	361	1,443	2,613
Total 5' 6" Gauge — Electric	*1940-41*	*173*	*1*	*174*	*63*	*15*	*78*	*105*	*37*	*56*	*198*
	1941-42	165	1	166	73	18	91	129	29	57	215
2' 3½" Gauge.											
Assam Bengal	*1940-41*	*150*	*25*	*175*	*574*	*62*	*636*	*10*	*3*	*41*	*54*
	1941-42	142	26	168	668	60	728	10	2	46	58
Bengal and North Western	*1940-41*	*161*	*58*	*219*	*1,399*	*348*	*1,747*	*10*	*42*	*44*	*96*
	1941-42	170	49	219	1,461	414	1,875	2	52	56	110
Bikaner State	*1940-41*	†	†	†	†	†	†	†	†	†	†
	1941-42	*	*	*	*	*	§145	*	*	*	*
Bombay, Baroda & Central India	*1940-41*	*205*	*54*	*259*	*976*	*137*	*1,113*	*24*	*22*	*44*	*90*
	1941-42	205	46	251	1,052	138	1,190	12	18	41	71

*Separate figures not being available, combined figures of shunting and other engines etc. for all the services are shown in columns 23 and 32 respectively

†Included under class II Railways

§Represents total shunting miles of Passenger, mixed and goods services.

Class I Railways for the years 1940-41 and 1941-42 (In thousands)—contd.

The mileage of these services is shown in Statements 32 and 33 respectively.

Engine Miles.								Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		Total including Departmental. (Columns 36+37+38.)	Railway
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 16+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)		
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
486	*143*	*819*	*343*	*1,791*	*6*	*33*	*314*	*853*	*6,704*	*14,336*	*21,958*	Bengal Nagpur.
557	187	917	335	1,996	4	32	300	870	6,836	15,415	23,121	
Nil	*4*	*94*	*17*	*115*	*3*	*12*	*243*	*314*	*4,507*	*4,320*	*9,141*	Bombay, Baroda & Central India.
2	6	146	18	172	3	22	250	371	4,068	5,027	9,466	
2	*21*	*92*	*188*	*303*	*31*	*35*	*68*	*430*	*6,032*	*3,047*	*9,559*	Eastern Bengal.
2	29	103	208	342	38	64	104	471	6,038	3,087	9,596	
61	*147*	*1,271*	*1,635*	*3,164*	*87*	*64*	*339*	*2,126*	*19,009*	*23,474*	*45,609*	East Indian.
59	138	1,332	1,841	3,370	79	67	682	2,965	19,134	24,546	46,645	
193	*154*	*334*	*95*	*781*	*9*	*62*	*265*	*712*	*10,920*	*11,672*	*23,304*	Steam — Great Indian Peninsula.
295	178	513	371	1,357	9	81	378	815	10,385	14,159	25,359	
98	*2*	*54*	*Nil*	*154*	*5*	*5*	*34*	*55*	*1,780*	*1,007*	*2,842*	Electric — Great Indian Peninsula.
139	1	79	Nil	219	3	12	39	74	1,827	1,309	3,210	
118	*4*	*241*	*20*	*383*	*10*	*28*	*166*	*340*	*4,503*	*4,029*	*8,872*	Madras & Southern Mahratta.
127	7	341	23	498	10	38	170	387	4,614	4,417	9,418	
9	*4*	*115*	*Nil*	*128*	*Nil*	*15*	*144*	*226*	*1,011*	*1,349*	*2,586*	Nizam's State.
28	10	146	Nil	184	Nil	19	145	229	1,065	1,567	2,861	
213	*98*	*480*	*174*	*965*	*2*	*21*	*661*	*993*	*17,734*	*13,315*	*32,042*	North Western.
212	123	616	265	1,216	4	29	745	1,103	18,083	14,867	34,053	
45	*14*	*43*	*3*	*105*	*15*	*25*	*23*	*255*	*3,172*	*1,374*	*4,801*	South Indian.
36	18	11	6	201	9	19	29	247	2,951	1,733	4,931	
1,132	*589*	*3,489*	*2,525*	*7,735*	*169*	*295*	*2,738*	*7,314*	*73,592*	*76,966*	*157,872*	Steam — Total 5′ 6″ Gauge.
1,368	696	4,205	3,067	9,336	156	371	2,803	7,458	73,174	84,818	165,450	
98	*2*	*54*	*Nil*	*154*	*5*	*5*	*34*	*55*	*1,780*	*1,007*	*2,842*	Electric — Total 5′ 6″ Gauge.
139	1	79	Nil	219	3	12	39	74	1,827	1,309	3,210	
												3′ 3½″ Gauge.
32	*14*	*102*	*140*	*288*	*4*	*12*	*65*	*186*	*2,398*	*3,187*	*5,771*	Assam Bengal.
27	8	112	24	171	3	13	76	222	2,480	3,162	5,864	
15	*43*	*74*	*Nil*	*132*	*143*	*3*	*154*	*661*	*5,957*	*4,933*	*11,551*	Bengal and North Western.
Nil	45	94	Nil	139	131	8	157	657	5,836	5,425	11,918	
†	†	†	†	†	†	†	†	†	†	†	†	Bikaner State.
*	*	*	*	‡51	*	*	*	¶13	¶580	††863	1,456	
15	*60*	*64*	*36*	*175*	*Nil*	*3*	*342*	*404*	*5,560*	*5,651*	*11,615*	Bombay, Baroda & Central India.
13	53	69	46	181	1	6	391	479	5,078	5,707	11,264	

*See explanation on the page 122.
‡Represents light, assisting required, assisting not required, siding and departmental engine mileage of Passenger, mixed and goods services.
¶Represents Train miles only.
††Includes passenger & proportion of mixed shunting and other engine mileage vide remarks against figures in cols. 23 & 32.

17.—Statement of Train and Engine Mileage pertaining to Steam and Electric

NOTE:—The figures in this statement exclude the mileage relating to Electric Multiple

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 + 19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 + 22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24 + 25 + 26.)
16	17	18	19	20	21	22	23	24	25	26	27
5' 3½" Gauge—contd.											
Eastern Bengal	*1940-41*	*214*	*23*	*237*	*639*	*98*	*737*	*Nil*	*1*	*20*	*21*
	1941-42	232	23	255	676	102	778	Nil	5	30	35
Jodhpur	*1940-41*	*26*	*62*	*88*	*198*	*32*	*230*	*1*	*10*	*19*	*30*
	1941-42	27	66	93	210	87	297	3	8	16	27
Madras and Southern Mahratta	*1940-41*	*101*	*6*	*107*	*582*	*85*	*667*	*3*	*2*	*34*	*45*
	1941-42	121	4	125	663	86	749	9	2	35	46
Mysore State	*1940-41*	*156*	*14*	*170*	*184*	*25*	*209*	*21*	*10*	*5*	*36*
	1941-42	161	14	175	212	31	243	25	14	6	45
Nizam's State	*1940-41*	*30*	*9*	*39*	*122*	*20*	*142*	*Nil*	*1*	*32*	*33*
	1941-42	39	11	50	138	22	160	Nil	1	29	30
Rohilkund and Kumaon	*1940-41*	*46*	*1*	*47*	*381*	*26*	*407*	*14*	*9*	*21*	*44*
	1941-42	53	Nil	53	419	35	454	18	13	22	53
South Indian	*1940-41*	*120*	*130*	*250*	*363*	*298*	*661*	*6*	*22*	*41*	*69*
	1941-42	124	118	242	417	318	735	6	13	52	71
Total 5' 3½" Gauge	*1940-41*	*1,203*	*382*	*1,591*	*5,418*	*1,181*	*6,599*	*94*	*123*	*301*	*518*
	1941-42	1,294	337	1,631	5,916	1,293	‡7,354	85	128	333	546

		Shunting Miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2' 6" & 2' 0" Gauges.				
Bengal-Nagpur	*1940-41*	*332*	*116*	*448*
	1941-42	348	104	452
Bombay, Baroda and Central India	*1940-41*	*Nil*	*30*	*30*
	1941-42	Nil	30	30
Eastern Bengal	*1940-41*	*Nil*	*1*	*1*
	1941-42	Nil	1	1
Great Indian Peninsula	*1940-41*	*19*	*11*	*30*
	1941-42	20	12	32
Mysore State	*1940-41*	*Nil*	*30*	*30*
	1941-42	Nil	24	24
North Western	*1940-41*	*85*	*66*	*151*
	1941-42	133	61	194
South Indian	*1940-41*	*Nil*	*7*	*7*
	1941-42	Nil	3	3
Total 2' 6" and 2' 0" Gauges	*1940-41*	*436*	*270*	*706*
	1941-42	501	244	745
Total Class I Railways—Steam	*1940-41*	*25,326*	*4,414*	*29,740*
	1941-42	27,868	4,608	‡32,621
Total Class I Railways—Electric	*1940-41*	*173* 1	*174*	*65* *15*	*73*	*105*	*37*	*56*	*198*
	1941-42	165 1	166	73 18	91	129	29	57	215

† Included in column 32.

‡ See remarks against Bikaner State Rly. on pages 122 & 123.

locomotives on Class I Railways for the years 1940-41 and 1941-42 (In thousands)—concld.

Unit trains and all Rail Cars. The mileage of these services is shown in statements 32 and 33 respectively.

Engine Miles.								Total Departmental. (Cols. 15+33+35.)	Total Engine Miles.			Railway.
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).				Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3¾″ Gauge—*concld.*
Nil	*13*	*29*	*32*	*74*	*2*	*13*	*43*	*306*	*3,341*	*2,548*	*6,255*	Eastern Bengal.
Nil	24	56	37	117	4	16	58	494	3,476	2,790	6,760	
4	*8*	*36*	*2*	*50*	*Nil*	*3*	*115*	*139*	*1,392*	*1,496*	*3,027*	Jodhpur.
4	7	54	1	66	Nil	1	110	149	1,329	1,583	3,061	
69	*25*	*175*	*9*	*278*	*3*	*14*	*117*	*249*	*4,120*	*3,746*	*8,115*	Madras & Southern Mahratta.
115	39	221	17	392	2	11	112	220	4,118	4,616	8,954	
8	*5*	*7*	*1*	*21*	*Nil*	*25*	*12*	*23*	*1,751*	*1,059*	*2,833*	Mysore State.
6	1	14	Nil	21	Nil	23	15	19	1,765	1,108	2,892	
Nil	*1*	*33*	*Nil*	*34*	*1*	*9*	*86*	*151*	*1,291*	*653*	*2,095*	Nizam's State.
Nil	1	34	Nil	35	1	12	91	168	1,290	776	2,294	
5	*5*	*74*	*7*	*31*	*13*	*1*	*88*	*152*	*1,429*	*1,119*	*2,700*	Rohilkund and Kumaon.
5	3	14	7	29	13	3	39	162	1,412	1,206	2,780	
36	*2*	*22*	*30*	*90*	*36*	*52*	*78*	*533*	*7,494*	*2,815*	*10,842*	South Indian.
36	2	48	29	115	36	47	74	528	7,205	3,126	10,859	
184	*176*	*556*	*257*	*1,173*	*202*	*140*	*1,105*	*2,884*	*34,733*	*27,207*	*64,304*	Total 3′ 3¾″ Gauge.
206	183	716	161	‡1,317	191	140	1,173	‡3,111	‡34,569	‡30,362	68,042	
												2′ 6″ & 2′ 0″ Gauges.

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4 + 5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal Nagpur	*1940-41*	*294,9*	*7,4*	*17,2*	*24,6*	*406,4*	*297,3*	*703,7*	*65,4*	*714,5*
	1941-42	304,6	8,6	15,4	24,0	475,6	309,7	785,3	67,3	768,6
Bombay, Baroda and Central India.	*1940-41*	*152,8*	*22,9*	*40,1*	*63,0*	*180,3*	*37,0*	*217,3*	*35,3*	*205,0*
	1941-42	147,2	18,9	34,1	53,0	227,1	39,4	266,5	38,7	241,7
Eastern Bengal	*1940-41*	*246,1*	*10,6*	*7,5*	*18,1*	*150,7*	*21,9*	*172,6*	*76,9*	*196,9*
	1941-42	251,2	11,0	6,2	17,2	145,8	22,0	167,8	80,4	200,8
East Indian	*1940-41*	*716,9*	*85,6*	*17,7*	*103,3*	*1,230,9*	*321,1*	*1,552,0*	*171,2*	*1,000,9*
	1941-42	734,2	71,3	13,0	84,3	1,378,6	349,5	1,728,1	180,5	1,039,6
Great Indian Peninsula	*1940-41*	*446,5*	*14,1*	*19,8*	*33,9*	*432,6*	*194,0*	*626,6*	*87,0*	*533,9*
	1941-42	427,9	14,0	17,9	31,9	580,9	207,4	788,3	104,0	623,6
Madras and Southern Mahratta	*1940-41*	*191,1*	*9,3*	*20,4*	*29,7*	*170,9*	*53,6*	*224,5*	*36,9*	*161,6*
	1941-42	196,3	9,2	18,5	27,7	190,7	63,3	254,0	40,2	178,0
Nizam's State	*1940-41*	*30,9*	*9,9*	*13,1*	*23,0*	*58,8*	*1,4*	*60,2*	*14,6*	*53,6*
	1941-42	31,0	11,8	12,3	24,1	71,1	2,9	74,0	15,9	60,8
North Western	*1940-41*	*472,3*	*265,1*	*103,9*	*369,0*	*596,9*	*146,6*	*743,5*	*241,5*	*527,0*
	1941-42	502,6	278,8	87,3	366,1	711,9	154,8	866,7	248,8	641,6
South Indian	*1940-41*	*140,5*	*6,3*	*6,7*	*13,0*	*55,0*	*18,6*	*73,6*	*18,4*	*68,1*
	1941-42	133,1	6,7	6,3	13,0	75,4	19,0	94,4	18,0	77,8
Total 5' 6" Gauge	*1940-41*	*2,692,0*	*431,2*	*246,4*	*677,6*	*3,283,0*	*1,091,5*	*4,374,5*	*752,7*	*3,461,8*
	1941-42	2,728,1	430,3	211,0	641,3	3,857,1	1,168,0	5,025,1	793,8	3,832,5
5' 3¼" Gauge.										
Assam Bengal	*1940-41*	*18,0*	*122,3*	*97,0*	*219,3*	*36,7*	*28,4*	*65,1*	*35,0*	*127,0*
	1941-42	25,8	122,6	94,1	216,7	41,2	29,9	71,1	33,5	165,6
Bengal and North Western	*1940-41*	*293,8*	*21,4*	*9,9*	*31,3*	*141,3*	*116,4*	*257,8*	*42,2*	*345,0*
	1941-42	282,8	41,3	16,5	57,8	164,8	126,4	291,2	42,0	373,0
Bikaner State	*1940-41§*	..	..	..	..	..	..	..	..	..
	1941-42	10,2	26,8	40,2	67,0	4,6	4	5,0	13,4	15,6
Bombay, Baroda and Central India.	*1940-41*	*224,6*	*54,0*	*43,5*	*97,5*	*182,0*	*165,3*	*347,3*	*51,8*	*222,7*
	1941-42	217,3	42,8	30,0	72,8	196,7	180,0	376,7	50,3	238,0

§ Included under class II Railways.

Class I Railways for the years 1940-41 and 1941-42 (In hundreds).

Service.					Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16+19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5' 6" Gauge.
72,4	*320,7*	*49,0*	*440,1*	*1,805,1*	*5,0*	*98,1*	*103,1*	*2,348,3*	*68*	*38*	Bengal-Nagpur.
78,7	372,3	47,9	459,2	1,989,5	4,5	106,9	111,4	2,560,1	68	38	
45,6	*61,5*	*2,4*	*257,1*	*526,8*	*3,3*	*44,6*	*47,9*	*831,8*	*67*	*45*	Bombay, Baroda and Central India.
46,3	78,7	2,5	251,4	623,6	3,3	52,1	55,4	930,0	65	45	
89,6	*22,6*	*26,9*	*423,2*	*446,5*	*4,6*	*54,4*	*59,0*	*928,7*	*60*	*36*	Eastern Bengal.
92,2	43,2	29,8	434,8	447,8	5,1	52,1	57,2	939,8	60	35	
234,7	*309,4*	*240,7*	*1,208,4*	*3,120,7*	*33,9*	*370,3*	*404,2*	*4,733,3*	*65*	*45*	East Indian.
237,3	324,7	262,9	1,223,3	3,368,3	32,8	370,7	403,5	4,995,1	64	47	
115,6	*238,4*	*13,8*	*663,2*	*1,432,5*	*8,4*	*79,9*	*88,3*	*2,184,0*	*69*	*43*	Great Indian Peninsula.
126,9	291,8	53,6	672 8	1,775,2	10,1	90,1	100,2	2,548,2	65	43	
92,2	*102,8*	*2,9*	*329,5*	*511,7*	*7,6*	*37,3*	*44,9*	*836,1*	*59*	*45*	Madras and Southern Mahratta.
100,1	116,9	3,5	345,8	570,9	7,8	43,6	51,4	968,1	58	44	
14,8	*27,8*	*Nil*	*70,2*	*164,7*	*1*	*36,0*	*36,1*	*261,0*	*58*	*38*	Nizam's State.
17,9	37,2	Nil	76,6	184,3	1	37,7	37,8	298,7	56	39	
182,3	*193,7*	*25,0*	*1,167,2*	*1,593,1*	*7,2*	*124,3*	*131,6*	*2,891,8*	*63*	*42*	North Western.
197,1	253,1	37,9	1,227,3	1,886,6	7,5	141,2	148,7	3,262,6	63	47	
38,6	*34,2*	*4*	*233,8*	*183,0*	*3,4*	*30,7*	*34,1*	*450,9*	*62*	*38*	South Indian.
42,1	41,4	8	199,9	220,7	2,5	30,1	32,6	453,2	69	40	
916,8	*1,330,6*	*361,1*	*4,792,7*	*9,774,1*	*73,5*	*875,6*	*949,1*	*15,515,9*			Total 5' 6" Gauge.
938,6	1,559,3	438,9	4,890,8	11,066,8	73,7	924,5	998,2	16,955,8			
											3' 3½" Gauge.
33,3	*40,0*	*20,1*	*299,1*	*349,2*	*1,5*	*19,6*	*21,1*	*570,4*	*67*	*44*	Assam Bengal.
34,0	39,9	3,4	215,9	354,0	1,5	22,4	23,9	593,8	68	44	
34,9	*59,0*	*Nil*	*442,3*	*671,7*	*25,3*	*72,7*	*98,0*	*1,212,0*	*67*	*36*	Bengal and North Western.
77,5	64,9	Nil	443,6	745,6	25,8	75,0	100,8	1,290,0	69	37	
..	..	..	..	..	..	..	..	..	..	..	Bikaner State.
19,4	22,3	1,0	69,8	84,1	1	1,0	1,1	155,0	53	54	
70,9	*69,6*	*5,2*	*401,3*	*688,3*	*5*	*70,2*	*70,7*	*1,160,3*	*69*	*52*	Bombay, Baroda and Central India.
70,8	73,4	6,6	381,2	724,7	6	83,2	83,8	1,189,7	68	59	

†"Other" includes Assisting required, Assisting not required, Light and Siding engine hours

18.—Statement of Engine hours pertaining to Steam and Electric locomotives on

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" Gauge—*concld.*										
Eastern Bengal	*1940-41*	*138,4*	*39,7*	*24,0*	*63,7*	*114,1*	*9,6*	*123,7*	*47,4*	*147,5*
	1941-42	142,1	48,5	39,8	88,3	112,5	7,9	120,4	51,0	155,7
Jodhpur	*1940-41*	*36,1*	*42,3*	*41,0*	*83,3*	*59,6*	*4,8*	*64,4*	*17,6*	*56,0*
	1941-42	32,8	42,9	37,6	80,5	70,1	3,4	73,5	18,7	59,3
Madras and Southern Mahratta	*1940-41*	*189,8*	*26,6*	*46,9*	*73,5*	*160,7*	*56,5*	*217,2*	*21,4*	*133,4*
	1941-42	188,2	27,4	46,9	74,3	199,5	76,7	276,2	25,6	149,7
Mysore State	*1940-41*	*85,1*	*9,9*	*6,6*	*15,6*	*Nil*	*78,3*	*78,3*	*19,4*	*28,9*
	1941-42	93,3	6,6	6,7	13,3	Nil	82,4	82,4	18,1	33,5
Nizam's State	*1940-41*	*59,9*	*2,4*	*3,2*	*5,6*	*36,4*	*1,6*	*38,0*	*7,3*	*23,4*
	1941-42	59,8	3,1	4,1	7,2	46,1	1,3	47,4	10,1	32,0
Rohilkund and Kumaon	*1940-41*	*70,5*	*7,6*	*8,3*	*15,9*	*49,3*	*11,0*	*60,3*	*9,4*	*31,4*
	1941-42	67,1	9,1	8,0	17,1	51,9	11,1	63,0	10,2	90,7
South Indian	*1940-41*	*380,4*	*19,1*	*9,5*	*28,6*	*135,5*	*59,2*	*165,7*	*49,9*	*132,3*
	1941-42	366,2	20,0	8,4	28,4	135,5	59,2	194,7	48,3	147,0
Total 3' 3¾" gauge.	*1940-41*	*1,496,6*	*344,9*	*289,9*	*634,8*	*895,6*	*522,2*	*1,417,8*	*301,9*	*1,302,3*
	1941-42	1,486,2	391,1	332,3	723,4	1,022,9	578,7	1,601,6	320,6	1,440,0
2' 6" & 2' 0" Gauges.			Total.			Total.			Total.	
Bengal Nagpur	*1940-41*	*62,5*			*53,9*			*51,9*	*39,5*	
	1941-42	55,7			65,8			54,3	90,4	
Bombay, Baroda and Central India.	*1940-41*	*5,3*			*29,9*			*7*	*7,8*	
	1941-42	5,3			28,8			1,3	7,7	
Eastern Bengal	*1940-41*	*9,0*			*2,0*			*Nil*	*3*	
	1941-42	10,1			2,2			Nil	3	
Great Indian Peninsula	*1940-41*	*5*			*34,7*			*Nil*	*6,7*	
	1941-42	5			31,4			Nil	6,5	
Mysore State	*1940-41*	*2,8*			*15,7*			*1,2*	*1,1*	
	1941-42	6,5			13,0			1,2	1,1	
North Western	*1940-41*	*13,3*			*44,5*			*48,1*	*29,7*	
	1941-42	16,5			42,0			72,2	38,3	
South Indian	*1940-41*	*Nil*			*13,7*			*1*	*1,4*	
	1941-42	Nil			5,4			Nil	7	
Total 2' 6" & 2' 0" Gauges	*1940-41*	*93,4*			*194,4*			*102,0*	*136,6*	
	1941-42	94,6			188,6			129,0	145,3	
Total Class I Railways	*1940-41*	*4,282,0*			*1,566,8*			*6,394,3*	*5,956,2*	
	1941-42	4,308,			1,553,3			6,755,7	6,532,2	

(Lines closed for traffic on 31-10-41.

Class I Railways for the years 1940-41 and 1941-42 (In hundreds)—concld.

Service. † Other Hours. Passenger and proportion of mixed. (12)	Service. † Other Hours. Goods and proportion of mixed. (13)	Service. † Other Hours. Siding Engine Hours. (14)	Service. Total. Passenger and proportion of mixed. (Columns 3+4+10+12.) (15)	Service. Total. Goods and proportion of mixed. (Columns 5+9+11+13+14.) (16)	Departmental Engine hours. Passenger and total mixed. (17)	Departmental Engine hours. Goods. (18)	Departmental Engine hours. Total. (Columns 17+18.) (19)	Total Engine hours. (Columns 15+16+19.) (20)	Percentage of train Engine hours to Total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed). (21)	Percentage of train Engine hours to Total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed). (22)	Railway. (23)
											3' 3¾" GAUGE—*concld.*
62,2	*27,6*	*4,5*	*287,7*	*327,3*	*1,7*	*46,6*	*48,3*	*663,3*	*62*	*39*	Eastern Bengal.
60,8	39,0	5,2	303,0	360,1	2,3	61,5	63,8	726,9	63	38	
40,3	*50,7*	*3*	*136,3*	*212,4*	*7*	*23,6*	*24,3*	*373,0*	*58*	*45*	Jodhpur.
38,6	52,0	2	133,0	222,6	9	25,3	26,2	381,8	57	45	
65,0	*72,2*	*1,3*	*292,8*	*471,0*	*3,0*	*26,0*	*29,0*	*792,8*	*73*	*53*	Madras & Southern Mahratta.
58,9	91,4	2,4	299,5	566,6	2,2	23,7	25,9	892,0	71	55	
2,7	*2,2*	*1*	*116,2*	*116,1*	*4*	*6,5*	*6,9*	*239,2*	*81*	*69*	Mysore State.
3,2	3,2	1	121,2	125,9	2	4,8	5,0	252,1	82	68	
19,5	*18,7*	*Nil*	*89,6*	*88,3*	*5*	*22,2*	*22,7*	*200,6*	*69*	*37*	Nizam's State.
19,1	16,0	Nil	92,1	99,5	8	23,6	24,4	216,0	68	42	
13,7	*9,6*	*1,0*	*101,2*	*160,6*	*2,8*	*24,2*	*27,0*	*288,8*	*75*	*37*	Rohilkund and Kumaon.
14,4	9,9	9	100,8	172,5	2,7	26,3	29,0	302,3	74	36	
178,8	*43,8*	*4,2*	*628,2*	*356,4*	*9,0*	*64,1*	*73,1*	*1,056,7*	*63*	*42*	South Indian.
130,8	44,2	4,1	585,3	398,4	8,6	63,5	72,1	1,055,8	62	44	
561,3	*393,4*	*36,7*	*2,704,7*	*3,440,3*	*45,4*	*375,7*	*421,1*	*6,566,1*			Total 3' 3¾" Gauge.
527,5	*456,2*	*23,9*	*2,725,4*	*3,854,0*	*45,7*	*410,3*	*456,0*	*7,035,4*			
Total.					Total.						2' 6" & 2' 0" GAUGES.
32,5						*13,3*	*308,7*				Bengal Nagpur.
33,4						14,3	313,9				
22,6						*1,2*	*67,5*				Bombay, Baroda and Central India.
20,1						1,4	64,6				
6,6						*6*	*13,5*				Eastern Bengal.
5,5						6	13,7				
5,2						*4,4*	*53,5*				Great Indian Peninsula.
5,0						2,5	45,9				
2,6						*1*	*23,5*				Mysore State.
2,0						3	24,4				
24,6						*6,7*	*166,9*				North Western.
35,3						8,1	212,4				
7,4						*Nil*	*22,6*				South Indian.
2,0						Nil	8,1				
101,5						*26,3*	*554,2*				Total 2' 6" and 2' 0" Gauges.
103,3						27,2	688,0				
3,700,4						*1,396,5*	*22,736,2*				Total Class I Railways.
4,047,7						*1,481,4*	*24,679,2*				

† "Other" includes Assisting required, Assisting not required, Light and Siding engine hours.

19.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam

NOTE.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total. (Cols. 3 +4.)	MIXED TRAINS. PASSENGER PROPORTION. Coaching Vehicles.	MIXED TRAINS. PASSENGER PROPORTION. Other Vehicles.	MIXED TRAINS. PASSENGER PROPORTION. Total. (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Other Vehicles. (Cols. 4+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Total. (Cols. 9 +10.)	GOODS AN Goods. Main Lines. Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" GAUGE.													
Bengal-Nagpur	*1940-41*	*95,733*	*3,732*	*99,465*	*1,623*	*33*	*1,656*	*97,356*	*3,765*	*101,121*	*52,977*	*216,138*	*70·8*
	1941-42	99,525	7,341	106,866	1,385	26	1,411	100,910	7,367	108,277	171,436	243,978	70·3
Bombay, Baroda and Central India.	*1940-41*	*51,358*	*16,644*	*68,502*	*7,950*	*956*	*8,906*	*59,308*	*17,600*	*77,408*	*81,169*	*111,186*	*73·0*
	1941-42	49,059	20,796	69,855	6,405	759	7,164	55,464	21,555	77,019	95,452	133,717	71·4
Eastern Bengal	*1940-41*	*77,762*	*2,362*	*80,124*	*2,596*	*Nil*	*2,596*	*80,358*	*2,362*	*82,720*	*48,213*	*62,939*	*76·6*
	1941-42	80,359	2,512	82,871	2,516	Nil	2,516	82,875	2,512	85,387	46,557	61,673	75·5
East Indian	*1940-41*	*251,901*	*11,375*	*263,276*	*19,017*	*490*	*19,507*	*270,918*	*11,865*	*282,783*	*443,392*	*654,789*	*67·7*
	1941-42	262,011	20,690	282,701	14,517	417	14,934	276,528	21,107	297,635	466,314	696,705	66·9
Great Indian Peninsula	*1940-41*	*173,047*	*14,531*	*187,578*	*3,646*	*Nil*	*3,646*	*176,693*	*14,531*	*191,224*	*212,787*	*295,362*	*72·0*
	1941-42	175,292	25,490	200,782	3,306	Nil	3,306	178,598	25,490	204,088	249,250	364,057	68·5
Madras and Southern Mahratta.	*1940-41*	*53,693*	*1,909*	*55,602*	*2,791*	*26*	*2,817*	*56,484*	*1,935*	*58,419*	*77,570*	*111,187*	*69·8*
	1941-42	55,975	4,118	60,093	2,422	41	2,463	58,397	4,159	62,556	81,243	115,745	70·2
Nizam's State	*1940-41*	*11,644*	*589*	*12,233*	*3,364*	*74*	*3,438*	*15,008*	*663*	*15,671*	*23,846*	*35,243*	*67·7*
	1941-42	12,228	1,258	13,486	3,983	66	4,049	16,211	1,324	17,535	27,618	39,764	69·5
North Western	*1940-41*	*187,476*	*15,581*	*203,057*	*68,109*	*1,123*	*69,232*	*255,585*	*16,704*	*272,289*	*238,470*	*326,345*	*73·1*
	1941-42	195,155	25,117	220,272	69,582	1,335	70,917	264,737	26,452	291,189	261,242	373,117	70·0
South Indian	*1940-41*	*33,893*	*745*	*34,638*	*1,231*	*Nil*	*1,231*	*34,624*	*745*	*35,369*	*21,420*	*25,520*	*83·9*
	1941-42	32,691	706	33,397	1,395	Nil	1,395	34,086	706	34,792	25,275	29,190	86·6
Total 5' 6" Gauge	*1940-41*	*936,507*	*67,468*	*1,003,975*	*110,327*	*2,702*	*113,029*	*1,046,834*	*70,170*	*1,117,004*	*1,209,844*	*1,838,709*	*70·7*
	1941-42	962,295	108,028	1,070,323	105,511	2,644	108,155	1,067,806	110,672	1,178,478	1,424,381	2,057,946	69·2
3' 3½" GAUGE.													
Assam Bengal	*1940-41*	*6,449*	*116*	*6,565*	*44,541*	*2,506*	*47,047*	*50,990*	*2,622*	*53,612*	*12,534*	*20,221*	*62·0*
	1941-42	9,264	446	9,710	42,739	2,446	45,185	52,003	2,892	54,895	14,979	23,183	60·9
Bengal and North Western.	*1940-41*	*78,359*	*658*	*79,017*	*4,515*	*25*	*4,540*	*82,874*	*683*	*83,557*	*54,564*	*71,363*	*76·4*
	1941-42	65,791	744	66,535	8,254	68	8,322	74,045	812	74,857	60,667	68,137	77·6
Bikaner State	*1940-41*	..	..	..	..	..	..	..	..	..	..	..	..
	1941-42	3,138	119	3,257	7,519	362	7,851	10,657	451	11,108	1,556	† 2,515	61·9
Bombay, Baroda and Central India.	*1940-41*	*67,443*	*7,773*	*75,221*	*17,553*	*776*	*18,333*	*85,006*	*8,548*	*93,554*	*64,753*	*91,097*	*71·1*
	1941-42	63,577	7,858	71,435	12,881	656	13,537	76,458	8,514	84,972	63,949	91,504	69·9

* Included under
† Separate figures are not available
‡ Included in

and Electric locomotives on Class I Railways for the years 1940-41 and 1941-42 (In thousands).

The mileage of these services is shown in statement 32 and 33 respectively.

PROPORTION OF MIXED.												
Goods.			Goods proportion of mixed.		Total.			DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL).			
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18+20)	Total. (Cols. 13+16+19+21)	Percentage loaded of total.	Passenger and total mixed.	Goods.	Total. (Columns 23+24.)	Passenger and total mixed.	Goods.	Total. (Columns 26+27.)	Railways.
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5'6" Gauge.
86,412	*145,070*	*59·6*	*2,374*	*3,875*	*241,764*	*395,032*	*66·2*	*896*	*7,454*	*8,350*	*190*	*10,827*	*11,017*	Bengal-Nagpur.
85,085	143,581	59·3	1,792	2,602	258,307	390,161	66·2	759	7,600	8,359	269	11,494	11,664	
8,727	*10,441*	*53·1*	*12,230*	*15,568*	*102,126*	*143,195*	*71·3*	*94*	*1,422*	*1,516*	*1,226*	*3,109*	*4,335*	Bombay, Baroda and Central India.
8,480	16,098	52·7	9,908	12,921	113,840	162,736	70·0	87	2,449	2,536	1,157	3,648	4,805	
3,807	*5,704*	*66·8*	*1,296*	*1,799*	*53,316*	*76,442*	*73·7*	*189*	*16,946*	*17,135*	*221*	*2,229*	*2,449*	Eastern Bengal.
3,879	5,811	66·8	979	1,429	51,415	68,913	74·6	138	14,513	14,651	102	2,182	2,284	
54,740	*87,104*	*62·8*	*2,757*	*3,914*	*500,889*	*745,807*	*67·2*	*2,139*	*57,937*	*60,076*	*1,721*	*21,264*	*22,985*	East Indian.
57,401	91,483	62·8	1,979	2,682	525,694	790,875	66·5	3,452	59,159	62,611	1,773	22,591	24,364	
54,513	*86,850*	*62·8*	*3,917*	*6,180*	*271,217*	*388,392*	*69·8*	*162*	*7,117*	*7,279*	*3,276*	*8,265*	*12,541*	Great Indian Peninsula.
54,864	83,991	65·3	2,842	4,526	306,956	452,574	67·8	157	7,804	7,961	3,158	10,663	13,821	
16,619	*20,754*	*80·1*	*4,811*	*6,055*	*99,000*	*137,996*	*71·7*	*423*	*2,688*	*3,111*	*307*	*3,010*	*3,317*	Madras and Southern Mahratta.
18,969	23,021	82·4	3,929	4,954	104,141	143,720	72·5	451	3,308	3,759	339	3,460	3,799	
278	*588*	*47·3*	*6,183*	*4,549*	*32,307*	*46,380*	*67·6*	*24*	*1,673*	*1,697*	*74*	*946*	*1,020*	Nizam's State.
594	1,278	46·5	3,066	4,208	31,278	45,250	69·1	21	1,159	1,180	93	1,105	1,198	
37,238	*49,526*	*75·2*	*20,714*	*27,526*	*296,422*	*403,397*	*73·5*	*578*	*8,704*	*9,282*	*2,870*	*9,655*	*12,525*	North Western.
35,098	45,907	76·5	17,413	22,491	313,753	441,515	71·1	569	8,551	9,120	2,449	10,805	13,254	
5,618	*7,050*	*79·7*	*1,383*	*1,605*	*28,421*	*34,175*	*83·2*	*8*	*2,432*	*2,440*	*53*	*1,588*	*1,641*	South Indian.
5,511	6,545	84·2	1,359	1,562	32,145	37,297	86·2	12	2,539	2,551	13	1,835	1,848	
267,952	*419,087*	*63·9*	*52,666*	*71,070*	*1,620,462*	*2,328,366*	*69·6*	*5,513*	*105,772*	*111,286*	*9,928*	*61,893*	*71,821*	Total 5' 6" Gauge
269,881	417,715	64·6	43,267	57,380	1,737,529	2,533,041	68·6	5,646	107,082	112,728	9,344	67,693	77,037	
														3' 3¾" Gauge.
4,337	*6,185*	*70·1*	*23,031*	*37,223*	*44,902*	*63,629*	*70·6*	*134*	*2,802*	*2,936*	*2*	*1,266*	*1,268*	Assam Bengal.
4,405	6,429	68·5	26,273	34,690	44,757	64,362	69·6	147	2,754	2,901	3	1,342	1,345	
32,074	*43,071*	*74·5*	*1,488*	*2,104*	*83,066*	*116,538*	*75·6*	*68*	*13,712*	*13,780*	*6,744*	*4,669*	*11,413*	Bengal and North Western.
34,160	44,881	76·1	2,209	3,317	97,036	116,335	76·8	70	13,744	13,814	6,223	3,800	10,023	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	Bikaner State.
‡	‡	‡	8,587	13,069	10,143	15,584	65·1	5	245	250	850	78	928	
49,627	*69,610*	*71·3*	*11,429*	*14,752*	*125,809*	*173,459*	*72·7*	*50*	*1,676*	*1,726*	*951*	*3,890*	*4,841*	Bombay, Baroda and Central India.
52,523	71,569	73·4	7,129	9,517	123,601	172,590	71·6	119	2,454	2,573	710	4,178	4,888	

Class II Railways.
for Main & Branch Lines.
-maine lines.

19.—Statement of Vehicle and Wagon Miles (in terms of four-wheelers) relating to trains hauled by Steam

Note.—The figures in this statement exclude the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total. (Cols. 3+4.)	MIXED TRAINS. (Passenger proportion.) Coaching Vehicles.	MIXED TRAINS. (Passenger proportion.) Other Vehicles.	MIXED TRAINS. (Passenger proportion.) Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Other Vehicles. (Cols. 4+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Total. (Cols. 9+10.)	GOODS AND Goods. Main Lines. Loaded.	Total.	Percentage loaded to total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 3½" Gauge *contd.*													
Eastern Bengal	*1940-41*	*50,009*	*996*	*51,005*	*13,005*	*Nil*	*13,005*	*63,014*	*996*	*64,010*	*44,669*	*64,058*	*69·7*
	1941-42	50,593	1,269	51,862	14,839	Nil	14,839	65,432	1,269	66,701	43,972	62,916	69·9
Jodhpur	*1940-41*	*10,352*	*397*	*10,549*	*12,610*	*605*	*13,215*	*22,762*	*1,002*	*23,764*	*24,201*	*33,653*	*71·9*
	1941-42	10,616	239	10,855	12,576	646	13,222	23,192	885	24,077	28,574	37,872	75·4
Madras and Southern Mahratta	*1940-41*	*47,940*	*462*	*48,402*	*6,553*	*119*	*6,672*	*54,493*	*581*	*55,074*	*39,836*	*54,113*	*73·6*
	1941-42	49,879	433	50,312	6,846	114	6,960	56,725	547	57,272	45,495	65,804	69·1
Mysore State	*1940-41*	*16,008*	*138*	*16,146*	*1,581*	*18*	*1,599*	*17,589*	*156*	*17,745*	*Nil*	*Nil*	*Nil*
	1941-42	17,058	166	17,224	1,105	5	1,110	18,163	171	18,334	Nil	Nil	Nil
Nizam's State	*1940-41*	*13,536*	*626*	*14,162*	*384*	*3*	*387*	*13,920*	*629*	*14,549*	*13,738*	*17,523*	*78·4*
	1941-42	14,021	333	14,354	488	14	502	14,509	347	14,856	16,124	21,081	76·5
Rohilkund and Kumaon	*1940-41*	*14,318*	*204*	*14,522*	*1,475*	*13*	*1,488*	*15,793*	*217*	*16,010*	*10,404*	*16,215*	*64·2*
	1941-42	14,151	232	14,383	1,563	15	1,578	15,714	247	15,961	9,983	16,266	61·4
South Indian	*1940-41*	*91,456*	*803*	*92,259*	*2,801*	*1*	*2,802*	*94,257*	*804*	*95,061*	*46,304*	*61,686*	*75·1*
	1941-42	89,953	811	90,764	2,711	Nil	2,711	92,664	811	93,475	49,620	66,019	75·1
Total 5' 3½" Gauge	*1940-41*	*395,675*	*12,173*	*407,848*	*105,023*	*4,065*	*109,088*	*500,698*	*16,238*	*516,936*	*310,943*	*429,929*	*72·3*
	1941-42	388,041	12,650	400,691	111,521	4,296	115,817	499,562	16,946	516,508	334,019	455,297	73·4
		Total			Total			Total			Total Main and Branch Lines. Loaded.	Total.	Percentage loaded of Total.
2' 6" & 2' 0" Gauges.													
Bengal-Nagpur	*1940-41*	*14,658*			*7,597*			*22,255*			*7,956*	*12,425*	*64·0*
	1941-42	13,425			9,299			22,724			7,855	12,570	62·5
Bombay, Baroda and Central India.	*1940-41*	*670*			*2,699*			*3,369*			*38*	*68*	*56·0*
	1941-42	553			2,535			3,088			90	140	64·5
Eastern Bengal	*1940-41*	*1,002*			*195*			*1,197*			*Nil*	*Nil*	*Nil*
	1941-42	972			199			1,171			Nil	Nil	Nil
Great Indian Peninsula	*1940-41*	*30*			*3,749*			*3,836*			*Nil*	*Nil*	*Nil*
	1941-42	84			3,684			3,768			Nil	Nil	Nil
Mysore State	*1940-41*	*213*			*1,240*			*1,453*			*52*	*104*	*50·0*
	1941-42	472			1,151			1,623			50	98	51·0
North Western	*1940-41*	*1,994*			*5,902*			*7,896*			*3,212*	*6,038*	*53·2*
	1941-42	2,397			6,360			8,757			5,052	9,151	55·2
South Indian	*1940-41*	*4*			*1,536*			*1,540*			*7*	*9*	*76·6*
	1941-42*	Nil			612			612			1	2	55·3
Total 2' 6" & 2' 0" Gauges	*1940-41*	*16,628*			*22,918*			*41,546*			*11,265*	*18,644*	*60·4*
	1941-42	17,903			23,840			41,743			13,048	21,961	59·4
Total Class I Railways	*1940-41*	*1,430,451*			*245,036*			*1,675,486*			*2,018,408*	*2,830,529*	*70·1*
	1941-42	1,488,917			247,812			1,736,729			2,179,114	3,138,761	69·4

* Closed for traffic on 31-10-41.

and Electric locomotives on Class 1 Railways for the years 1940-41 and 1941-42. (In thousands)—concld.

The Mileage of these services is shown in statements 32 and 33 respectively.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods.			Goods proportion of mixed.		Total			Passenger and total mixed.	Goods.	Total. (Cols. 23+24)	Passenger and total mixed.	Goods.	Total. (Cols. (26+27.)	
Branch lines.														
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	
														3' 3½" Gauge—*concld.*
2,153	*2,933*	*73·4*	*5,553*	*7,851*	*52,375*	*74,842*	*70·0*	*153*	*13,829*	*13,918*	*368*	*1,762*	*2,130*	Eastern Bengal.
1,865	2,763	67·5	8,933	13,262	54,770	77,881	70·3	185	19,114	19,299	701	1,936	2,637	
662	*1,134*	*58·4*	*9,897*	*13,056*	*34,760*	*47,843*	*72·7*	*46*	*793*	*839*	*1,250*	*739*	*1,989*	Jodhpur.
542	937	57·8	8,817	11,565	37,933	50,374	75·3	66	1,219	1,285	1,296	846	2,142	
10,322	*13,224*	*78·1*	*8,908*	*11,769*	*59,066*	*79,106*	*74·7*	*259*	*2,010*	*2,269*	*560*	*4,742*	*5,302*	Madras and Southern Mahratta.
13,458	18,863	71·4	8,773	11,912	67,726	96,579	70·1	193	1,293	1,486	572	6,219	6,791	
14,904	*17,819*	*83·6*	*823*	*1,097*	*15,727*	*18,916*	*83·1*	*Nil*	*55*	*55*	*2,621*	*1,507*	*4,128*	Mysore State.
14,860	18,121	82·0	852	1,109	15,712	19,230	81·7	22	97	119	2,680	1,623	4,303	
211	*353*	*59·8*	*392*	*558*	*14,341*	*18,434*	*77·8*	*35*	*1,484*	*1,519*	*324*	*999*	*1,323*	Nizam's State.
156	265	58·7	466	658	16,746	22,004	76·1	82	1,472	1,554	553	1,203	1,756	
1,575	*2,819*	*55·9*	*902*	*1,590*	*12,881*	*20,624*	*62·5*	*76*	*1,845*	*1,921*	*1,397*	*579*	*1,976*	Rohilkund and Kumaon.
1,758	3,139	56·0	758	1,396	12,499	20,801	60·1	81	1,866	1,947	1,488	623	2,111	
12,539	*17,012*	*73·7*	*1,407*	*1,843*	*60,250*	*80,541*	*74·8*	*42*	*9,140*	*9,182*	*128*	*4,284*	*4,412*	South Indian.
14,058	18,875	74·5	1,103	1,410	64,781	86,304	75·0	56	8,283	8,339	88	4,464	4,752	
128,404	*174,160*	*73·7*	*63,830*	*91,843*	*508,177*	*695,932*	*73·0*	*868*	*47,346*	*48,214*	*14,345*	*24,437*	*38,782*	Total 3' 3½" Gauge.
137,785	185,842	74·1	73,900	100,845	545,704	741,984	73·5	1,026	52,541	53,567	15,164	26,312	41,676	
								Total.			Total.			2' 6" & 2' 0" Gauges.
5,406	*6,660*	*13,362*	*19,085*	*70·0*				*1,966*			*911*			Bengal Nagpur.
6,252	8,119	14,107	20,689	68·2				2,375			880			
1,296	*2,006*	*1,334*	*2,074*	*64·3*				*126*			*276*			Bombay, Baroda and Central India.
1,292	1,940	1,382	2,080	66·4				143			306			
29	*41*	*29*	*41*	*70·3*				*15*			*62*			Eastern Bengal.
32	48	32	48	67·8				35			67			
2,056	*2,656*	*2,056*	*2,656*	*77·4*				*375*			*55*			Great Indian Peninsula.
1,570	2,121	1,570	2,121	74·0				355			19			
595	*789*	*647*	*893*	*72·5*				*Nil*			*254*			Mysore State.
612	809	662	907	73·0				9			261			
3,252	*4,409*	*6,464*	*10,447*	*61·9*				*379*			*1,239*			North Western.
2,969	3,912	8,021	13,063	61·4				398			1,452			
541	*738*	*548*	*747*	*73·4*				*1*			*3*			South Indian.
215	292	216	294	73·5				10			2			
13,175	*17,299*	*24,440*	*35,943*	*68·0*				*3,362*			*2,800*			Total 2' 6" and 2' 0" Gauges.
12,942	17,241	25,990	39,202	66·3				3,325			2,937			
134,671	*180,212*	*2,153,079*	*3,060,741*	*70·3*				*162,362*			*113,403*			Total Class I Railways.
130,109	175,466	2,309,223	3,314,227	69·7				169,620			121,700			

20.—*Statement of speed of Goods Trains (excluding Departmental) hauled by Steam and Electric locomotives on Class I Railways for the years 1940-41 and 1941-42.*

NOTE:—The results in this statement are worked out by excluding the mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*14·9*	13·9	*12·4*	11·9	*13·7*	13·1	*12·5*	11·9	*11·2*	10·7	*11·9*	11·5
Bombay, Baroda and Central India	*12·1*	12·1	*10·4*	10·1	*11·8*	11·8	*11·2*	11·4	*10·2*	9·98	*11·1*	11·2
Eastern Bengal	*14·1*	13·6	*8·70*	8·68	*13·8*	13·2	*9·47*	9·75	*6·94*	7·04	*9·13*	9·37
East Indian	*10·9*	10·3	*9·22*	8·30	*10·8*	10·1	*9·90*	9·35	*7·82*	7·40	*9·46*	8·95
Great Indian Peninsula { Steam	*16·7*	15·1	*13·7*	12·7	*15·6*	14·4	*13·6*	13·2	*11·6*	11·1	*12·9*	12·6
Great Indian Peninsula { Electric	*20·0*	17·2	..	..	*20·0*	17·2	*16·3*	14·9	..	..	*16·3*	14·9
Madras and Southern Mahratta	*13·6*	13·2	*12·6*	12·2	*13·5*	13·0	*11·7*	11·1	*9·83*	9·72	*11·2*	10·8
Nizam's State	*14·1*	13·2	*11·9*	12·0	*14·0*	13·1	*12·0*	11·6	*11·7*	11·9	*12·0*	11·6
North Western	*13·5*	12·8	..	..	*13·5*	12·8	*10·4*	10·1	*9·97*	9·72	*10·3*	10·0
South Indian	..	..	..	..	..	..	*10·8*	10·6	*10·9*	10·7	*10·8*	10·6
Average for 5′ 6″ gauge { Steam	*	*	*	*	*	*	*11·2*	10·8	*10·5*	10·0	*11·1*	10·6
Average for 5′ 6″ gauge { Electric	*20·0*	17·2	..	..	*20·0*	17·2	*16·3*	14·9	..	..	*16·3*	14·9
3′ 3½″ GAUGE.												
Assam Bengal	*16·5*	15·6	*11·4*	11·3	*14·4*	13·9	*14·5*	13·9	*10·6*	10·7	*12·9*	12·6
Bengal and North Western	*11·7*	10·6	*9·17*	10·5	*10·8*	10·5	*9·79*	9·21	*9·33*	8·90	*9·56*	9·07
Bikaner State	(*a*)	..	(*a*)	..	(*a*)	..	(*a*)	..	(*a*)	..	(*a*)	13·8
Bombay Baroda and Central India	*11·5*	11·1	*12·2*	12·0	*11·8*	11·4	*10·8*	10·6	*10·4*	10·1	*10·6*	10·3
Eastern Bengal	*14·8*	14·8	*12·5*	13·3	*14·8*	14·8	*11·4*	11·4	*9·05*	9·88	*11·2*	11·3
Jodhpur	*14·0*	13·7	*13·5*	13·6	*13·8*	13·6	*8·39*	8·90	*10·6*	12·9	*9·01*	9·08
Madras and Southern Mahratta	*11·5*	11·4	*11·0*	11·2	*11·4*	11·4	*10·3*	10·4	*9·62*	10·3	*10·1*	10·4
Mysore State	..	..	..	..	..	..	*6·66*	6·29	††	††	*6·66*	6·29
Nizam's State	*14·0*	13·0	*11·2*	10·0	*14·0*	12·9	*11·2*	10·8	*9·52*	9·48	*11·1*	10·8
Rohilkund and Kumaon	§11·4	9·84	§*Nil*	Nil	§11·4	9·84	*8·63*	8·78	*9·51*	9·74	*8·78*	8·95
South Indian ‡	..	..	..	..	..	..	*12·1*	11·4	*11·0*	10·7	*11·8*	11·2
Average for 3′ 3½″ gauge	*	*	*	*	*	*	*11·9*	11·6	*9·27*	9·21	*10·9*	10·7

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1940-41.	1941-42.
Bengal Nagpur	*9·07*	8·78
Bombay, Baroda and Central India	*6·88*	8·44
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*Nil*	Nil
Mysore State	*1·33*	1·52
North Western	*8·62*	9·00
South Indian‡	*13·1*	12·0
Average for 2′ 6″ and 2′ 0″ gauges	*9·08*	9·15

* Information not available.
† Includes figures for Electric.
†† Included in main line.
§ Revised figures.
(*a*) Included under class II Railways
‡ Line closed for traffic from 31-10-41.

21.—Statement of Shunting and Light Runningong Class I Railways for the years 1940-41 and 1941-42.

NOTE:—The figures in this statement are worked out by excluding the train mileage relating to Electric Multiple Unit trains and all Rail Cars.

Railway.	Passenger and proportion of mixed, (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	5·21	5·29	1·14	0·89	1·48	1·43	39·6	40·1	9·08	9·57	10·7	11·5
Bombay, Baroda and Central India	4·33	5·29	4·26	5·51	4·37	5·67	32·3	33·1	2·95	4·01	3·07	4·16
Eastern Bengal	6·85	7·19	0·61	0·75	0·61	0·75	56·0	57·7	5·21	5·94	6·42	7·57
East Indian	4·89	5·18	2·83	3·02	3·31	3·66	32·7	32·5	8·30	8·34	9·26	9·20
Great Indian Peninsula	3·70	4·70	1·52	1·67	2·69	2·84	29·3	28·8	4·27	5·50	5·99	7·15
Madras and Southern Mahratta	4·45	4·83	2·97	4·12	3·14	4·68	28·5	29·4	8·51	11·3	8·66	11·5
Nizam's State	8·15	8·65	3·80	6·07	4·02	6·63	28·1	28·2	12·1	13·5	12·6	14·4
North Western	7·77	7·70	1·28	1·45	1·75	1·91	27·4	30·9	4·95	5·91	5·97	7·09
South Indian	3·02	3·19	0·37	0·73	0·80	1·13	36·6	34·0	4·67	7·98	6·16	9·51
Average for 5′ 6″ gauge	5·44	5·82	1·91	2·20	2·41	2·77	32·3	33·4	6·72	7·46	7·84	8·68
3′ 3¼″ GAUGE.												
Assam Bengal	8·07	7·46	1·91	2·03	2·03	2·13	28·1	32·2	4·50	4·96	5·15	5·29
Bengal and North Western	3·74	3·81	0·78	1·01	1·51	1·96	56·6	54·6	2·43	2·76	3·80	4·07
Bikaner State	§	11·5	§	3·70	§	4·02	§	11·7	§	3·78	§	4·09
Bombay, Baroda and Central India	4·97	5·29	0·84	0·86	1·25	1·23	25·5	27·4	1·47	1·60	2·84	2·82
Eastern Bengal	7·69	8·01	0·63	0·95	0·68	1·09	42·4	41·1	1·66	2·98	2·44	4·24
Jodhpur	6·90	7·71	1·51	1·31	2·25	1·99	24·0	24·3	3·08	4·39	3·78	4·97
Madras and Southern Mahratta	2·69	3·17	0·86	0·88	0·92	0·93	23·8	21·6	6·25	6·37	7·16	7·49
Mysore State	11·0	11·3	0·32	0·37	1·00	1·30	25·3	28·8	0·84	1·62	1·34	1·78
Nizam's State	3·19	4·16	2·62	2·49	2·69	2·48	29·3	27·6	6·84	5·82	7·97	6·96
Rohilkund and Kumaon	3·50	4·04	1·58	1·71	2·25	2·69	58·3	62·8	1·99	1·91	2·73	2·35
South Indian	3·48	3·51	0·57	0·75	0·88	0·94	32·0	32·3	1·01	2·11	1·16	2·20
Average for 3′ 3¼″ gauge	4·88	5·04	0·92	1·03	1·30	1·42	34·0	33·9	2·86	3·36	3·77	4·14

† Other engine miles per 100 train miles.

Year.	1940-41.	1941-42.
2′ 6″ AND 2′ 0″ GAUGES.		
Bengal Nagpur	25·4	25·2
Bombay, Baroda and Central India	13·1	14·6
Eastern Bengal	1·06	1·72
Great Indian Peninsula	6·61	7·63
Mysore State	13·4	10·8
North Western	24·2	29·4
South Indian ‡	4·91	5·73
Average for 2′ 6″ and 2′ 0″ gauges	19·9	22·2

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.
§ Included under Class II Railways. ‡ Lines closed for traffic on 31-10-1941.

22.—Statement of Engine Usage on Class I

Railway.	Year	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal Nagpur	*1940-41*	*739*	*634*	*100*	*534*	*24*	*3*	*91*	*8*	*240*
	1941-42	739	626	92	534	4	Nil	92	7	259
Bombay, Baroda and Central India.	*1940-41*	*375*	‖ *350*	*69*	*286*	*2*	*1*	*64*	*27*	*80*
	1941-42	371	***359	77	282	1	Nil	58	25	96
Eastern Bengal	*1940-41*	*312*	*290*	*40*	*243*	*28*	*1*	*99*	*8*	*50*
	1941-42	312	292	55	237	6	Nil	100	6	54
East Indian	*1940-41*	*1,603*	**1,616	*234*	*1,382*	*37*	*Nil*	*304*	*44*	*497*
	1941-42	1,624	**1,610	197	1,413	10	Nil	305	37	531
Great Indian Peninsula. Steam	*1940-41*	**663*	**658*	*117*	**541*	*57*	*4*	*137*	*14*	*191*
	1941-42	*656	**678	135	*543	8	Nil	129	10	224
Great Indian Peninsula. †Electric	*1940-41*	*66*	*66*	*10*	*56*	*8*	*Nil*	*19*	*Nil*	*16*
	1941-42	66	66	12	54	Nil	Nil	19	Nil	21
Madras and Southern Mahratta.	*1940-41*	*297*	*301*	*49*	*245*	*23*	*2*	*80*	*11*	*72*
	1941-42	297	295	46	237	11	2	79	10	76
Nizam's State	*1940-41*	*85*	*84*	*11*	*73*	*Nil*	*Nil*	*13*	*9*	*22*
	1941-42	85	83	12	71	Nil	Nil	13	8	26
North Western	*1940-41*	*1,156*	*1,132*	*245*	*887*	*62*	*18*	*193*	*106*	*256*
	1941-42	1,144	1,126	224	902	19	2	196	99	296
South Indian	*1940-41*	*152*	§*153*	*17*	*137*	*16*	*9*	*58*	*4*	*29*
	1941-42	152	§149	18	131	9	Nil	54	4	35
Total 5' 6" Gauge. Steam	*1940-41*	*5,382*	*5,218*	*882*	*4,322*	..	..	*1,039*	*231*	*1,437*
	1941-42	5,380	5,218	856	4,350	..	..	1,026	206	1,597
Total 5' 6" Gauge. †Electric	*1940-41*	*66*	*66*	*10*	*56*	..	..	*19*	*Nil*	*16*
	1941-42	66	66	12	54	..	..	19	Nil	21
3' 3½" Gauge.										
Assam Bengal	*1940-41*	*201*	*203*	*19*	*184*	*14*	*3*	*6*	*78*	*24*
	1941-42	201	207	18	187	20	1	9	73	23
Bengal and North Western	*1940-41*	*364*	*396*	*22*	*374*	*32*	*3*	*124*	*16*	*84*
	1941-42	364	356	26	329	14	1	114	22	90
Bikaner State	*1940-41*‡	..	..	..	..	..	..	..	..	..
	1941-42	57	57	11	46	3	Nil	3	24	3
Bombay, Baroda and Central India.	*1940-41*	*490*	*474*	*83*	*391*	*53*	*28*	*100*	*37*	*109*
	1941-42	490	457	105	352	55	4	92	26	118

*This includes 7 engines exclusively used by Mechanical Department.
†Excluding Electric Multiple Unit Suburban Trains.
§Includes one engine employed in workshop shunting.
‖Includes one Engine exclusively allotted to Dohad Workshops, one Diesel Electric & 2 Battery Locomotives.
** Includes engines taken on loan from other Railways.
*** Includes one Diesel Electric & 2 Battery Locomotives.
‡ Included under class II Railways.

Railways for the years 1940-41 and 1941-42.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ Gauge.
26	*87*	*452*	*69*	*483*	*(a)190*	*(a)150*	*121*	*(a) 133*	*(a) 96*	*20,774*	*31,337*	*(a)12·0*	B. N.
26	91	475	57	505	(a)191	(a)138	122	(a)133	(a) 102	23,039	32,543	(a)13·1	
13	*47*	*231*	*43*	*265*	*170*	*105*	*95*	*109*	*71*	*14,615*	*24,024*	*8·14*	B., B. & C. I.
16	53	248	34	277	169	108	100	108	74	15,878	25,048	9·12	
12	*48*	*217*	*10*	*236*	*153*	*116*	*101*	*123*	*92*	*9,849*	*14,390*	*10·5*	E. B.
12	46	221	13	240	152	126	95	121	93	8,917	13,043	10·9	
84	*277*	*1,206*	*165*	*1,279*	*150*	*113*	*92*	*103*	*77*	*18,266*	*27,010*	*9·38*	E. I.
82	292	1,247	162	1,315	153	108	91	102	79	18,858	26,625	9·69	
**28*	*85*	**455*	*51*	*491*	*209*	*117*	*128*	*142*	*98*	*¶19,549*	*¶30,416*	*10·1*	Steam. G.I.P.
*32	106	*501	40	530	209	119	129	138	102	¶21,745	¶31,648	11·7	
2	*6*	*43*	*10*	*49*	*232*	*Nil*	*162*	*181*	*118*	*¶30,559*	*¶50,267*	*10·4*	Elec. † G.I.P.
2	5	47	7	50	240	Nil	161	187	133	¶37,265	¶55,401	12·5	
17	*30*	*210*	*18*	*227*	*144*	*118*	*114*	*116*	*81*	*18,974*	*30,304*	*9·91*	M. & S. M.
16	31	212	19	229	150	127	119	124	89	21,832	32,246	11·2	
6	*8*	*58*	*15*	*65*	*163*	*116*	*111*	*119*	*82*	*17,630*	*30,231*	*9·79*	N. S.
7	8	62	9	72	166	136	114	122	91	20,635	33,174	11·5	
29	*134*	*718*	*130*	*791*	*165*	*175*	*100*	*123*	*78*	*13,177*	*22,228*	*9·04*	N. W.
33	151	775	116	827	166	182	98	121	83	14,125	22,012	10·6	
8	*6*	*105*	*20*	*112*	*143*	*140*	*103*	*126*	*86*	*12,283*	*21,243*	*8·99*	S. I.
8	7	108	20	119	143	133	111	125	91	13,573	21,261	9·41	
223	*722*	*3,652*	*526*	..	*165*	*143*	*105*	*119*	*83*	*17,154*	*26,661*		Steam. Total 5′ 6″ Gauge.
232	788	3,849	470	..	166	148	105	118	87	18,380	26,962		
2	*6*	*43*	*10*	..	*232*	*Nil*	*162*	*181*	*118*	*30,559*	*50,267*		Elec.†
2	5	47	7	..	240	Nil	161	187	133	37,265	55,401		
													3′ 3½″ Gauge.
7	*28*	*143*	*33*	*158*	*139*	*115*	*113*	*110*	*78*	*6,594*	*10,094*	*8·57*	A. B.
9	26	140	36	168	164	122	123	115	77	6,421	10,539	8·62	
31	*43*	*298*	*70*	*330*	*121*	*87*	*109*	*106*	*85*	*8,105*	*12,598*	*8·38*	B. & N. W.
32	43	301	25	323	123	100	103	108	96	9,052	13,350	10·7	
..	..	..	..	..	..	..	..	..	..	..	..	..	Bk. S.
Nil	6	36	9	45	173	120	68	110	69	4,614	7,223	9·23	
17	*48*	*311*	*36*	*340*	*124*	*111*	*100*	*103*	*67*	*8,972*	*15,095*	*8·13*	B., B. & C. I.
18	52	306	33	329	126	111	97	101	68	8,895	14,408	9·37	

¶ Locomotive days of Shunting engines are charged wholly to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

(*a*) Inclusive of miles and hours of B. N. Railway Engines working M. & S. M. Railway trains.

22.—Statement of Engine Usage on Class I

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3½″ Gauge—*concld.*										
Eastern Bengal	*1940-41*	*207*	*205*	*30*	*174*	*13*	*4*	*54*	*23*	*37*
	1941-42	226	218	28	189	17	3	54	30	38
Jodhpur	*1940-41*	*103*	*103*	*9*	*94*	*Nil*	*Nil*	*15*	*31*	*18*
	1941-42	103	102	9	93	Nil	Nil	15	28	22
Madras and Southern Mahratta.	*1940-41*	*305*	*321*	*51*	*259*	*22*	*6*	*77*	*25*	*79*
	1941-42	305	317	38	265	25	5	75	24	95
Mysore State	*1940-41*	*78*	*86*	*19*	*66*	*Nil*	*Nil*	*29*	*6*	*19*
	1941-42	78	87	19	68	Nil	Nil	32	3	20
Nizam's State	*1940-41*	*87*	*78*	*9*	*69*	*Nil*	*Nil*	*21*	*2*	*12*
	1941-42	87	74	8	66	Nil	Nil	21	2	14
Rohilkund and Kumaon	*1940-41*	*75*	*89*	*7*	*82*	*Nil*	*Nil*	*26*	*6*	*15*
	1941-42	75	82	6	76	Nil	Nil	25	6	15
South Indian	*1940-41*	*401*	*‡389*	*46*	*343*	*35*	*16*	*161*	*11*	*67*
	1941-42	401	‡367	47	320	16	3	152	11	68
Total 3′ 3½″ Gauge	*1940-41*	*2,311*	*2,344*	*295*	*2,036*	..	..	*613*	*235*	*464*
	1941-42	2,387	2,324	315	1,991	..	..	592	249	506
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1940-41*	*116*	*111*	*25*	*86*	*3*	*Nil*	*22*	*17*	*16*
	1941-42	116	110	18	92	5	Nil	21	21	16
Bombay, Baroda and Central India.	*1940-41*	*28*	*27*	*6*	*21*	*Nil*	*Nil*	*2*	*14*	*Nil*
	1941-42	28	27	5	22	Nil	Nil	2	12	1
Eastern Bengal	*1940-41*	*9*	*9*	*1*	*8*	*1*	*Nil*	*5*	*1*	*Nil*
	1941-42	9	9	2	7	1	Nil	5	1	Nil
Great Indian Peninsula	*1940-41*	*22*	*21*	*5*	*16*	*1*	*Nil*	*Nil*	*11*	*Nil*
	1941-42	22	18	4	14	3	Nil	Nil	10	Nil
Mysore State	*1940-41*	*18*	*18*	*7*	*11*	*Nil*	*Nil*	*1*	*5*	*1*
	1941-42	18	18	7	11	Nil	Nil	2	5	1
North Western	*1940-41*	*100*	*100*	*17*	*83*	*22*	*8*	*5*	*17*	*18*
	1941-42	100	100	17	83	13	3	5	17	27
South Indian	*1940-41*	*11*	*11*	*2*	*9*	*3*	*2*	*Nil*	*4*	..
	1941-42§	11	7	2	5	3	2	Nil	3	..
Total 2′ 6″ and 2′ 0″ Gauges	*1940-41*	*304*	*297*	*63*	*234*	..	..	*35*	*69*	*35*
	1941-42	304	289	55	234	..	..	35	69	45

‡ Includes 2 Engines employed in workshop Shunting.
§ Closed for Traffic on 31-10-41

Railways for the years 1940-41 and 1941-42—concld.

USE DAILY ON—					ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	
Departmental service.	Shunting including siding.	Total.	Spare.	Maximum number in use on any one day.	Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		Railway.
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3½" Gauge —*concld.*
8	*30*	*152*	*11*	*166*	*131*	*120*	*108*	*115*	*85*	*8,197*	*12,350*	*10·5*	E. B.
12	32	166	12	175	130	117	106	113	86	7,863	11,745	10·5	
5	*10*	*79*	*15*	*86*	*133*	*113*	*100*	*105*	*81*	*9,618*	*13,606*	*10·9*	Jodhpur.
4	11	80	13	91	117	123	95	104	82	11,300	15,097	11·2	
10	*28*	*219*	*25*	*243*	*132*	*104*	*87*	*102*	*69*	*5,894*	*8,931*	*8·39*	M. & S. M.
9	28	231	20	251	134	110	94	107	78	7,135	9,827	9·22	
2	*6*	*61*	*5*	*67*	*141*	*79*	*116*	*127*	*90*	*7,760*	*11,526*	*9·93*	Mysore State.
2	6	63	5	65	131	135	113	126	91	7,468	10,921	10·2	
4	*8*	*47*	*22*	*56*	*159*	*111*	*112*	*122*	*74*	*7,309*	*14,625*	*7·97*	N. S.
4	8	49	17	56	162	112	116	125	82	9,032	16,574	8·96	
3	*13*	*63*	*19*	*71*	*134*	*103*	*112*	*117*	*83*	*6,542*	*10,489*	*9·60*	B. & K.
3	14	63	13	66	136	104	123	120	93	6,781	10,044	10·9	
18	*15*	*272*	*48*	*287*	*121*	*94*	*94*	*110*	*77*	*6,710*	*11,649*	*8·44*	S. I.
18	17	266	48	290	123	89	104	113	82	8,055	13,238	8·88	
105	*228*	*1,645*	*284*	..	*128*	*110*	*101*	*108*	*77*	*7,637*	*12,157*		Total 3' 3½" Gauge.
111	243	1,701	231	..	129	125	120	109	81	8,111	12,389		
													2' 6" & 2' 0" Gauges.
3	*11*	*69*	*16*	*81*	*114*	*101*	*92*	*100*	*63*	*2,350*	*4,140*	*9·72*	B. N.
4	10	72	17	80	101	100	96	98	64	2,674	4,536	9·39	
Nil	*Nil*	*16*	*5*	*19*	*93*	*78*	*Nil*	*81*	*49*	*1,630*	*1,630*	*8·81*	B. B. & C. I
Nil	Nil	15	7	19	91	78	88	80	46	1,523	2,702	8·04	
Nil	*Nil*	*6*	*1*	*8*	*57*	*66*	*Nil*	*60*	*39*	*398*	*1,025*	*6·50*	E. B.
Nil	Nil	6	1	7	59	69	Nil	61	39	338	976	6·99	
1	*1*	*12*	*3*	*16*	*Nil*	*116*	*Nil*	*111*	*69*	*1,589*	*3,161*	*8·82*	G. I. P.
1	1	12	2	14	Nil	114	Nil	106	71	1,472	2,650	8·98	
Nil	*Nil*	*7*	*4*	*9*	*	*	*	*	*	*	*	*5·85*	Mysore State.
Nil	Nil	8	3	8	137	79	58	92	41	1,127	2,702	6·08	
2	*4*	*46*	*22*	*62*	*82*	*95*	*73*	*82*	*38*	*1,092*	*2,536*	*5·51*	N. W.
2	6	57	20	69	104	89	79	84	48	1,306	2,471	7·02	
..	*Nil*	*4*	*2*	*5*	*174*	*104*	*99*	*104*	*38*	*1,212*	*3,263*	*6·94*	S. I.
..	Nil	3	2	5	Nil	103	56	92	40	1,325	3,426	4·08	
6	*16*	*161*	*53*	..	*100*	*97*	*83*	*92*	*51*	*1,652*	*3,150*		Total 2' 6" and 2' 0" Gauges.
7	17	173	52	..	97	93	85	91	54	1,821	3,325		

* Information not available.

23.—*Statement of Loads of Trains of Class I Railways for the years 1940-41 and 1941-42.*

Note.— The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS). Passenger trains, No. of vehicles.	Passenger including proportion of mixed. Gross weight including weight of engine.	Goods trains. Main lines. Loaded wagons.	Total.	Percentage loaded of total.	Branch lines. Loaded wagons.	Total.	Percentage loaded of total.	Goods and proportion of mixed. Main and Branch lines. Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1940-41*	*16*	*414*	*29*	*40*	*70·8*	*25*	*42*	*59·6*	*414*	*908*	*798*
	1941-42	17	428	29	41	70·3	25	41	59·3	431	928	817
Bombay, Baroda and Central India.	*1940-41*	*19*	*426*	*37*	*51*	*72·5*	*22*	*42*	*52·4*	*378*	*943*	*849*
	1941-42	21	470	35	49	71·4	21	39	53·8	387	954	860
Eastern Bengal	*1940-41*	*15*	*352*	*32*	*42*	*76·6*	*23*	*34*	*66·8*	*273*	*747*	*659*
	1941-42	15	363	31	41	75·5	22	34	66·8	261	731	643
East Indian	*1940-41*	*16*	*395*	*36*	*53*	*67·7*	*21*	*33*	*62·8*	*483*	*1,064*	*958*
	1941-42	17	410	36	53	66·9	22	34	62·9	484	1,072	967
Great Indian Peninsula — Steam	*1940-41*	*16*	*417*	*33*	*46*	*71·3*	*23*	*36*	*62·8*	*369*	*900*	*783*
	1941-42	18	462	30	45	67·7	22	34	65·3	393	921	804
Great Indian Peninsula — Electric	*1940-41*	*19*	*509*	*38*	*49*	*77·0*	*Nil*	*Nil*	*Nil*	*428*	*1,057*	*918*
	1941-42	21	551	35	48	73·6	Nil	Nil	Nil	450	1,060	920
Madras and Southern Mahratta.	*1940-41*	*14*	*397*	*39*	*56*	*69·8*	*31*	*38*	*80·1*	*405*	*1,005*	*881*
	1941-42	15	422	38	54	70·2	30	37	82·4	419	1,009	886
Nizam's State	*1940-41*	*17*	*453*	*33*	*48*	*67·7*	*17*	*37*	*47·3*	*379*	*915*	*789*
	1941-42	19	490	33	47	69·5	17	37	46·6	411	949	819
North Western	*1940-41*	*18*	*393*	*37*	*50*	*73·1*	*23*	*31*	*75·2*	*315*	*797*	*701*
	1941-42	20	411	35	50	70·0	21	28	76·5	330	777	681
South Indian	*1940-41*	*12*	*291*	*34*	*41*	*83·9*	*26*	*32*	*79·7*	*305*	*776*	*677*
	1941-42	12	306	30	35	86·6	25	29	84·2	300	721	629
Average for 5′ 6″ gauge — Steam	*1940-41*	*16*	*395*	*34*	*49*	*70·6*	*23*	*37*	*63·9*	*398*	*939*	*825*
	1941-42	17	418	33	48	69·1	23	36	64·6	409	943	829
Average for 5′ 6″ gauge — Electric	*1940-41*	*19*	*509*	*38*	*49*	*77·0*	*Nil*	*Nil*	*Nil*	*428*	*1,057*	*918*
	1941-42	21	551	35	48	73·6	Nil	Nil	Nil	450	1,060	920
3′ 3¼″ Gauge.												
Assam Bengal	*1940-41*	*17*	*294*	*23*	*37*	*62·0*	*14*	*26*	*70·1*	*134*	*361*	*305*
	1941-42	20	294	24	40	60·9	13	20	68·5	130	358	301
Bengal and North Western.	*1940-41*	*15*	*200*	*36*	*47*	*76·5*	*23*	*31*	*70·9*	*193*	*437*	*386*
	1941-42	13	190	35	45	77·7	23	30	76·6	194	431	380
Bikaner State	*1940-41*	*	*	*	*	*	*	*	*	*	*	*
	1941-42	18	266	22	36	61·1	†	†	†	90	280	203
Bombay, Baroda and Central India.	*1940-41*	*18*	*239*	*33*	*46*	*71·7*	*28*	*40*	*70·0*	*207*	*467*	*414*
	1941-42	18	240	31	44	70·5	29	39	74·4	209	468	415

†Figures for Branch lines are included under "Main lines."
*Included under class II Railways.

23.—*Statement of Loads of Trains of Class I Railways for the years 1940-41 and 1941-42*—concld.

Note.—The figures in this statement are exclusive of Electric Multiple Unit trains and all Rail Cars.

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS), (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 3½″ Gauge—*concld.*			Tons.							Tons.	Tons.	Tons.
Eastern Bengal	*1940-41*	*21*	*280*	*34*	*49*	*69·7*	*23*	*31*	*73·4*	*176*	*481*	*423*
	1941-42	21	281	34	49	69·9	23	34	67·5	171	445	388
Jodhpur	*1940-41*	*15*	*254*	*43*	*59*	*71·9*	*13*	*22*	*58·4*	*180*	*432*	*381*
	1941-42	17	272	43	57	75·4	12	21	57·1	206	461	410
Madras and Southern Mahratta.	*1940-41*	*14*	*206*	*24*	*33*	*73·6*	*19*	*24*	*78·1*	*169*	*375*	*313*
	1941-42	15	214	22	32	69·1	17	24	71·4	139	374	311
Mysore State	*1940-41*	*11*	*206*	*20*	*23*	*83·1*	*	*	*	*124*	*354*	*279*
	1941-42	12	213	19	23	81·7	*	*	*	116	343	269
Nizam's State	*1940-41*	*12*	*195*	*33*	*41*	*78·4*	*14*	*23*	*59·8*	*211*	*517*	*444*
	1941-42	12	204	31	41	76·5	13	22	58·7	218	518	445
Rohilkund & Kumaon	*1940-41*	*12*	*165*	*23*	*35*	*65·7*	*14*	*25*	*56·0*	*167*	*370*	*325*
	1941-42	12	169	20	32	62·5	15	26	57·7	153	347	303
South Indian	*1940-41*	*13*	*176*	*32*	*44*	*75·1*	*23*	*31*	*73·7*	*170*	*458*	*396*
	1941-42	14	180	32	43	75·2	22	30	74·5	180	461	399
Average for 5′ 3½″ gauge.	*1940-41*	*15*	*216*	*29*	*41*	*72·3*	*27*	*36*	*73·7*	*173*	*429*	*371*
	1941-42	15	220	28	38	73·4	26	35	74·1	172	421	361
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1940-41*									*65*	*208*	*161*
	1941-42									67	209	161
Bombay, Baroda and Central India.	*1940-41*									*37*	*111*	*86*
	1941-42									43	118	92
Eastern Bengal	*1940-41*									*16*	*64*	*52*
	1941-42									14	61	49
Great Indian Peninsula	*1940-41*									*31*	*128*	*81*
	1941-42									33	130	84
Mysore State	*1940-41*									*34*	*122*	*80*
	1941-42									34	124	82
North Western	*1940-41*									*42*	*154*	*107*
	1941-42									40	151	103
South Indian†	*1940-41*									*34*	*123*	*86*
	1941-42									36	124	86
Average for 2′ 6″ and 2′ 0″ gauges.	*1940-41*									*49*	*169*	*123*
	1941-42									50	173	125

* Figures for Branch lines are included under "Main lines".
† Line closed for traffic from 31st October, 1941.

24. —*Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1940-41 and 1941-42.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).	COACHING STOCK. Average number on line. Passenger Carriages.		COACHING STOCK. Average number on line. Other Coaching Vehicles.		COACHING STOCK. Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	GOODS STOCK. Average number of wagons owned.		GOODS STOCK. Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
			Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5'6" Gauge.																		
Bengal Nagpur	*1940-41*	*797*	*405*	*799*	*1,574*	*246*	*339*	*139*	*22,698*	*22,692*	*24,345*	*22,434*	*20·8*	*18·6*	*12·1*	*15·5*	*44·3*	*456*
	1941-42	795	409	814	1,606	247	341	142	22,877	22,998	24,742	22,234	20·9	18·9	13·0	16·0	47·7	509
Bombay, Baroda and Central India.	*1940-41*	*579*	*294*	*589*	*1,156*	*223*	*245*	*117*	*9,807*	*9,631*	*9,891*	*9,194*	*20·9*	*13·2*	*9·92*	*11·8*	*42·3*	*346*
	1941-42	579	322	591	1,163	235	258	107	9,695	9,797	10,057	8,273	19·0	13·8	10·1	12·4	53·2	468
Eastern Bengal	*1940-41*	*752*	*411*	*702*	*1,374*	*337*	*385*	*127*	*7,974*	*8,380*	*8,546*	*7,639*	*19·8*	*12·2*	*8·41*	*8·97*	*25·0*	*172*
	1941-42	735	424	704	1,378	336	363	130	7,976	8,501	8,665	6,783	19·7	12·5	9·05	8·82	27·7	183
East Indian	*1940-41*	*2,066*	*990*	*2,441*	*4,577*	*609*	*768*	*139*	*50,182*	*49,811*	*50,333*	*49,695*	*20·6*	*14·7*	*7·62*	*14·7*	*40·7*	*407*
	1941-42	2,053	1,014	2,420	4,541	610	772	143	50,319	49,928	50,465	48,201	20·7	14·9	8·58	14·7	44·6	440
Great Indian Peninsula.	*1940-41*	*1,053*	*686*	*1,032*	*2,126*	*489*	*587*	*179*	*16,804*	*17,388*	*18,751*	*19,425*	*20·2*	*16·2*	*13·2*	*12·5*	*54·3*	*479*
	1941-42	1,046	681	1,047	2,117	486	582	175	16,760	17,182	18,542	21,310	20·2	16·8	14·6	14·0	57·8	553
Madras and Southern Mahratta.	*1940-41*	*554*	*296*	*511*	*1,017*	*220*	*235*	*120*	*5,807*	*5,903*	*5,989*	*6,046*	*18·0*	*12·1*	*6·50*	*11·6*	*61·3*	*520*
	1941-42	553	296	538	1,048	206	222	124	5,807	6,037	6,123	6,230	19·9	13·3	6·84	12·2	62·3	558
Nizam's State	*1940-41*	*123*	*65*	*113*	*206*	*46*	*49*	*161*	*2,070*	*†2,227*	*†2,227*	*2,227*	*20·3*	*16·4*	*9·77*	*13·2*	*49·0*	*441*
	1941-42	123	65	117	215	51	54	165	2,073	2,240	2,240	2,404	20·3	16·2	10·6	14·2	51·0	505
North Western	*1940-41*	*2,220*	*1,271*	*2,175*	*4,257*	*864*	*931*	*135*	*28,200*	*29,045*	*30,009*	*27,763*	*19·5*	*13·5*	*7·86*	*10·8*	*38·9*	*301*
	1941-42	2,210	1,259	2,157	4,220	861	931	141	27,842	28,880	29,843	28,280	20·0	14·4	8·20	11·0	41·7	333
South Indian	*1940-41*	*321*	*122*	*317*	*640*	*102*	*114*	*126*	*2,298*	*2,310*	*2,322*	*2,423*	*20·1*	*14·5*	*9·40*	*9·96*	*38·5*	*320*
	1941-42	321	122	312	630	100	116	125	2,298	2,311	2,323	2,368	21·7	14·7	10·7	10·7	43·0	397
Total 5'6" Gauge and average.	*1940-41*	*8,470*	*4,450*	*8,705*	*16,927*	*3,136*	*3,633*	*139*	*145,840*	*147,387*	*152,413*	*146,846*				*13·0*	*42·9*	*392*
	1941-42	8,415	4,592	8,700	16,918	3,132	3,639	141	145,647	147,874	153,000	146,083				13·5	47·0	441
3'—3½" Gauge.																		
Assam Bengal	*1940-41*	*616*	*265*	*628*	*1,222*	*148*	*162*	*102*	*5,082*	*5,101*	*5,655*	*4,069*	*10·9*	*7·93*	*5·28*	*6·74*	*24·1*	*163*
	1941-42	604	277	633	1,246	162	177	101	5,078	4,995	5,516	4,965	10·7	8·54	5·27	6·56	35·2	162
Bengal and North Western.	*1940-41*	*1,170*	*324*	*1,263*	*1,848*	*68*	*70*	*118*	*11,231*	*12,374*	*12,520*	*12,192*	*10·3*	*8·41*	*4·41*	*6·69*	*26·2*	*139*
	1941-42	1,145	350	1,220	1,805	86	88	107	10,783	12,082	12,063	11,733	10·8	8·09	4·90	6·83	28·2	155
Bikaner State	*1940-41§*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	1941-42	143	56	143	236	65	68	104	1,104	1,194	1,425	1,312	‡	‡	‡	‡	33·9	126
Bombay, Baroda & Central India.	*1940-41*	*1,415*	*266*	*1,219*	*2,233*	*186*	*226*	*95*	*8,675*	*8,825*	*10,209*	*10,498*	*9·08*	*8·86*	*6·42*	*7·19*	*45·2*	*226*
	1941-42	1,415	265	1,173	2,150	186	225	88	8,694	8,537	9,883	10,373	9·44	9·37	6·67	7·32	44·9	230

*Does not include electric multiple unit suburban service stock.
†Excludes 20 covered wagons used as coaching vehicles.
‡Figures are not available.
§ Included under class II Railways.

24.—§Statement of vehicles and wagons—number of and their usage on Class I Railways for the years 1940-41 and 1941-42—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average number on line.				Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.												
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers	In units.	In terms of 4 wheelers.			In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3½" GAUGE—concld.																		
Eastern Bengal	*1940-41*	*695*	*410*	*695*	*1,330*	*309*	*317*	*104*	*5,016*	*5,314*	*7,075*	*6,251*	*9·74*	*8·02*	*6·22*	*5·83*	*32·4*	*135*
	1941-42	752	446	744	1,388	315	323	104	5,446	5,565	7,326	6,329	9·93	8·23	6·19	5·91	33·3	140
Jodhpur	*1940-41*	*279*	*97*	*279*	*483*	*31*	*39*	*119*	*2,718*	*2,715*	*2,945*	*2,852*	*11·8*	*8·08*	*4·35*	*6·06*	*43·2*	*209*
	1941-42	279	106	279	483	36	44	120	2,739	2,879	2,810	2,657	11·1	8·44	4·83	6·63	49·4	259
Madras and Southern Mahratta.	*1940-41*	*715*	*179*	*673*	*1,210*	*130*	*145*	*108*	*6,393*	*6,526*	*6,902*	*6,714*	*11·6*	*8·22*	*4·87*	*6·56*	*31·6*	*158*
	1941-42	707	181	674	1,191	140	155	114	6,396	6,162	6,526	6,313	11·4	8·71	5·21	7·14	41·1	210
Mysore State	*1940-41*	*239*	*88*	*239*	*435*	*88*	*98*	*107*	*1,519*	*1,519*	*1,535*	*1,468*	*9·78*	*8·33*	*4·90*	*6·50*	*29·0*	*155*
	1941-42	245	80	239	435	80	90	115	1,519	1,519	1,615	1,548	10·0	8·70	5·45	6·20	29·0	145
Nizam's State	*1940-41*	*133*	*61*	*130*	*217*	*16*	*16*	*163*	*1,315*	*†1,294*	*†1,300*	*1,253*	*9·86*	*8·56*	*5·11*	*7·02*	*40·0*	*220*
	1941-42	132	61	122	213	16	16	173	1,315	†1,265	†1,271	1,222	9·80	8·68	5·22	7·55	48·9	284
Rohilkund & Kumaon.	*1940-41*	*241*	*91*	*225*	*339*	*36*	*37*	*115*	*2,717*	*2,851*	*2,901*	*2,956*	*11·8*	*10·9*	*8·86*	*9·99*	*18·7*	*105*
	1941-42	239	91	223	339	31	32	116	2,717	2,599	2,558	2,884	9·56	11·5	9·09	8·88	19·4	105
South Indian	*1940-41*	*1,227*	*189*	*1,174*	*2,347*	*130*	*208*	*101*	*5,162*	*5,164*	*7,238*	*6,829*	*9·99*	*8·38*	*5·22*	*5·82*	*31·9*	*141*
	1941-42	1,227	189	1,114	2,228	128	205	104	5,162	5,168	7,296	6,539	9·63	8·71	5·35	6·32	35·6	171
Total 3' 3½" Gauge and Average.	*1940-41*	*6,730*	*1,970*	*6,525*	*11,664*	*1,142*	*1,318*	*106*	*49,328*	*51,683*	*58,330*	*56,112*				*6·63*	*33·1*	*163*
	1941-42	6,888	2,102	6,564	11,714	1,235	1,413	105	51,043	51,574	58,289	55,875				6·85	35·9	182
2' 6" & 2' 0" GAUGES.																		
Bengal Nagpur	*1940-41*	*332*	*57*	*323*	*643*	*23*	*46*	*86*	*1,950*	*1,950*	*3,860*	*3,706*				*3·62*	*14·9*	*36*
	1941-42	385	61	321	638	32	63	86	1,950	1,950	3,860	3,634				3·88	15·5	41
Bombay, Baroda and Central India.	*1940-41*	*75*	*1*	*73*	*146*	*1*	*2*	*	*327*	*321*	*537*	*537*				*4·01*	*16·5*	*27*
	1941-42	75	1	75	150	1	2	*	327	322	538	539				4·42	10·5	31
Eastern Bengal	*1940-41*	*47*	*Nil*	*56*	*78*	*Nil*	*Nil*	*41*	*25*	*22*	*22*	*19*				*2·05*	*5·46*	*8*
	1941-42	47	Nil	55	77	Nil	Nil	41	25	25	25	22				1·96	5·49	8
Great Indian Peninsula.	*1940-41*	*48*	*5*	*48*	*91*	*2*	*2*	*113*	*201*	*201*	*397*	*397*				*2·81*	*18·3*	*40*
	1941-42	48	5	44	83	2	2	121	201	179	353	353				3·08	16·5	38
Mysore State	*1940-41*	*32*	*3*	*32*	*64*	*3*	*4*	*	*147*	*147*	*192*	*186*				*	*	*
	1941-42	32	3	32	64	3	4	76	147	147	192	183				3·60	17·0	44
North Western	*1940-41*	*280*	*71*	*279*	*548*	*60*	*102*	*31*	*759*	*760*	*1,364*	*1,257*				*4·01*	*22·1*	*57*
	1941-42	283	68	280	548	59	103	35	760	759	1,363	1,245				4·16	28·0	74
South Indian‡	*1940-41*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*62*	*78*	*78*	*156*	*156*				*2·56*	*13·1*	*28*
	1941-42	34	1	25	50	Nil	Nil	57	78	49	98	98				3·04	14·0	31
TOTAL 2' 6" & 2' 0" GAUGES AND AVERAGE.	*1940-41*	*905*	*133*	*845*	*1,638*	*89*	*156*	*62*	*3,487*	*3,479*	*6,528*	*6,260*				*3·56*	*15·6*	*39*
	1941-42	904	139	832	1,610	97	174	64	3,488	3,431	6,429	6,074				3·93	17·7	47

*Information not available.
†Excludes 3 open wagons, high sided, coupled to goods brake-vans.
‡Closed for traffic on 31-10-41.
§Does not include electric multiple unit suburban Service Stock.

25.—Statement of Density of Traffic on Class I Railways for the years 1940-41 and 1941-42.

Railway.	Year.	Passenger miles per annum (Including Departmental).		Net ton miles per annum (Including Departmental).		Gross ton miles per annum (Including Departmental & weight of engine).		Train miles per running track mile per day (Including Departmental).
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5' 6" GAUGE.								
Bengal Nagpur	*1940-41*	*326,703*	*360,569*	*1,327,739*	*1,475,249*	*3,914,493*	*4,350,875*	*15·3*
	1941-42	348,136	384,361	1,468,336	1,631,905	4,213,155	4,683,919	16·0
Bombay, Baroda and Central India.	*1940-41*	*833,824*	*1,017,306*	*770,984*	*952,596*	*3,189,584*	*3,887,345*	*16·3*
	1941-42	843,549	1,029,611	913,995	1,129,841	3,478,492	4,241,248	16·4
Eastern Bengal	*1940-41*	*725,583*	*898,929*	*507,844*	*628,766*	*3,252,361*	*4,026,772*	*19·1*
	1941-42	779,723	966,003	444,373	599,641	2,972,994	4,011,784	17·3
East Indian	*1940-41*	*679,058*	*855,888*	*1,374,752*	*1,723,403*	*4,433,325*	*5,550,293*	*17·4*
	1941-42	755,911	967,142	1,492,809	1,898,451	4,813,696	6,112,666	18·4
Great Indian Peninsula.	*1940-41*	*500,838*	*630,942*	*809,339*	*1,017,808*	*3,322,284*	*4,185,369*	*15·1*
	1941-42	598,173	753,570	1,023,749	1,287,446	3,802,587	4,790,446	15·8
Madras and Southern Mahratta.	*1940-41*	*517,581*	*544,382*	*958,838*	*1,008,445*	*3,786,605*	*3,982,510*	*16·3*
	1941-42	612,321	644,490	1,076,384	1,132,881	4,110,698	4,326,463	17·1
Nizam's State	*1940-41*	*263,566*	*263,566*	*527,987*	*527,987*	*1,920,730*	*1,920,730*	*7·69*
	1941-42	303,945	303,945	647,553	647,553	2,210,681	2,210,681	8·28
North Western	*1940-41*	*468,541*	*534,097*	*432,026*	*492,472*	*1,981,233*	*2,258,435*	*9·88*
	1941-42	570,280	651,443	491,931	561,959	2,120,285	2,422,113	10·4
South Indian	*1940-41*	*479,983*	*479,983*	*466,431*	*466,431*	*2,450,911*	*2,450,911*	*17·0*
	1941-42	537,041	537,041	557,216	557,216	2,570,810	2,570,810	17·0
Total 5' 6" gauge	*1940-41*	*539,143*	*633,864*	*866,129*	*1,018,297*	*3,249,746*	*3,820,687*	*14·4*
	1941-42	613,952	724,244	979,545	1,155,514	3,533,279	4,166,609	15·0
3' 3½" GAUGE.								
Assam Bengal	*1940-41*	*338,831*	*339,468*	*236,765*	*237,210*	*1,123,928*	*1,126,041*	*9·36*
	1941-42	368,864	369,557	229,185	229,616	1,139,866	1,142,006	9·57
Bengal and North Western.	*1940-41*	*588,072*	*591,146*	*283,583*	*285,065*	*1,191,979*	*1,198,210*	*11·3*
	1941-42	621,196	633,570	315,843	322,135	1,204,017	1,227,999	11·5
Bikaner State	*1940-41* (a)	..	..	..	..	..	..	..
	1941-42	130,272	130,272	68,670	68,670	390,034	390,034	3·91
Bombay, Baroda and Central India.	*1940-41*	*525,030*	*525,760*	*440,617*	*441,219*	*1,606,327*	*1,608,520*	*12·8*
	1941-42	526,399	527,135	444,039	444,649	1,565,249	1,567,396	12·2

(a) Included in Class II Railways.

25.—*Statement of Density of Traffic on Class I Railways for the years 1940-41 and 1941-42*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3½″ GAUGE—*concld.*								
Eastern Bengal	*1940-41*	*486,050*	*489,362*	*304,062*	*306,734*	*1,701,326*	*1,712,919*	*13·1*
	1941-42	435,875	438,496	289,280	291,020	1,576,801	1,586,283	12·4
Jodhpur	*1940-41*	*195,698*	*195,698*	*189,666*	*189,666*	*744,576*	*744,576*	*5·99*
	1941-42	220,915	220,915	227,683	227,683	804,035	804,035	6·01
Madras and Southern Mahratta.	*1940-41*	*274,830*	*275,005*	*215,202*	*215,338*	*1,045,744*	*1,046,406*	*10·4*
	1941-42	332,015	332,226	267,581	267,751	1,195,511	1,196,268	11·4
Mysore State	*1940-41*	*372,473*	*372,473*	*168,696*	*168,696*	*1,005,413*	*1,005,413*	*10·7*
	1941-42	444,210	444,210	161,039	161,039	1,020,513	1,020,513	10·8
Nizam's State	*1940-41*	*291,664*	*299,400*	*149,464*	*153,428*	*732,135*	*752,582*	*6·99*
	1941-42	313,913	322,240	187,537	192,512	828,333	850,305	7·42
Rohilkund and Kumaon.	*1940-41*	*392,652*	*393,452*	*206,393*	*206,813*	*860,123*	*861,874*	*10·3*
	1941-42	381,621	382,413	200,222	200,630	857,083	858,828	10·4
South Indian	*1940-41*	*479,337*	*489,064*	*207,566*	*211,783*	*1,294,999*	*1,321,273*	*15·9*
	1941-42	551,215	562,764	244,984	250,111	1,374,872	1,403,614	16·2
Total 3′ 3½″ Gauge	*1940-41*	*421,220*	*423,788*	*263,289*	*264,895*	*1,207,586*	*1,214,951*	*11·3*
	1941-42	429,216	432,626	270,735	272,885	1,186,460	1,195,583	10·9
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur	*1940-41*	*107,822*	*107,822*	*56,269*	*56,269*	*390,780*	*390,780*	*5·94*
	1941-42	121,289	121,289	63,696	63,696	411,672	411,672	6·09
Bombay, Baroda and Central India.	*1940-41*	*166,183*	*166,183*	*24,975*	*24,975*	*183,726*	*183,726*	*5·21*
	1941-42	130,875	130,875	28,188	28,188	176,790	176,790	4·80
Eastern Bengal	*1940-41*	*207,035*	*207,035*	*2,497*	*2,497*	*210,320*	*210,320*	*9·35*
	1941-42	221,874	221,874	3,060	3,060	209,927	209,927	9·35
Great Indian Peninsula	*1940-41*	*138,777*	*138,777*	*34,372*	*34,372*	*328,400*	*328,400*	*6·89*
	1941-42	126,277	126,277	29,054	29,054	297,567	297,567	6·00
North Western	*1940-41*	*58,252*	*58,252*	*43,405*	*43,405*	*269,915*	*269,915*	*4·82*
	1941-42	75,442	75,442	55,460	55,460	344,512	344,512	6·06
Mysore State	*1940-41*	*126,902*	*126,902*	*19,115*	*19,115*	*202,112*	*202,112*	*4·93*
	1941-42	158,772	158,772	18,621	18,621	220,388	220,388	5·13
South Indian	*1940-41*	*71,972*	*71,972*	*15,868*	*15,868*	*153,287*	*153,287*	*4·01*
	1941-42	71,275	71,275	18,018	18,018	160,455	160,455	7·23
Total 2′ 6″ and 2′ 0″ Gauges.	*1940-41*	*104,166*	*104,166*	*42,660*	*42,660*	*307,714*	*307,714*	*5·56*
	1941-42	115,457	115,457	50,557	50,557	346,051	346,051	6.02
Total Class I Railways	*1940-41*	*476,161*	*525,547*	*622,960*	*686,578*	*2,414,465*	*2,664,233*	*12·9*
	1941-42	523,517	577,790	663,680	754,557	2,547,796	2,811,925	13·1

26 (a).—Statement of Repairs of Rolling Stock pertainning to Steam and Electric

Note 1.—The figures in this statement have been arrived at by excluding

Note 2.—The term 'in units' occuring in certain columns of this Statement, indicated that the figures in these columns have been arrived at

Railway	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Percentage of column 3 to average total No. on line.	Engines. Average number under or awaiting repairs daily. In sheds and transportation Workshops. Number.	Engines. Average number under or awaiting repairs daily. In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Other Coaching Vehicles.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Percentage of column 7 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Percentage of column 8 to average total No. on line.
		3	4	5	6	7	8	9	10
5' 6" Gauge.									
Bengal-Nagpur	*1940-41*	*26*	*4·06*	*75*	*11·8*	*87*	*47*	*10·9*	*17·3*
	1941-42	27	4·35	65	10·4	52	21	6·41	7·47
Bombay, Baroda and Central India	*1940-41*	*20*	*5·83*	*49*	*13·9*	*74*	*21*	*12·6*	*9·63*
	1941-42	24	6·45	53	14·8	73	21	12·4	9·14
Eastern Bengal	*1940-41*	*19*	*6·69*	*21*	*7·21*	*60*	*28*	*8·50*	*8·24*
	1941-42	22	7·46	33	11·3	58	35	8·18	10·5
East Indian	*1940-41*	*73*	*4·52*	*161*	*9·97*	*148*	*21*	*6·06*	*3·45*
	1941-42	57	3·54	140	8·71	139	26	5·74	4·26
Great Indian Peninsula — Steam	*1940-41*	*26*	*3·99*	*91*	*14·0*	*58*	*27*	*5·51*	*5·52*
	1941-42	32	4·77	103	15·4	60	33	5·73	6·79
Great Indian Peninsula — Electric	*1940-41*	*4*	*6·06*	*6*	*9·09*				
	1941-42	3	4·55	9	13·6				
Madras and Southern Mahratta	*1940-41*	*22*	*7·31*	*27*	*8·97*	*36*	*14*	*6·96*	*6·36*
	1941-42	23	7·93	23	7·93	39	14	7·25	6.80
Nizam's State	*1940-41*	*5*	*5·95*	*6*	*7·14*	*6*	*2*	*5·31*	*4·35*
	1941-42	5	6·02	7	8·43	6	1	5·13	1·96
North Western	*1940-41*	*86*	*7·62*	*159*	*14·0*	*122*	*37*	*5·61*	*4·28*
	1941-42	79	7·03	145	12·9	130	46	6·03	5·34
South Indian	*1940-41*	*7*	*4·58*	*9*	*6·20*	*13*	*6*	*4·10*	*5·88*
	1941-42	5	3·36	13	8·46	15	3	4·81	3·00
Total 5' 6" gauge — Steam	*1940-41*	*234*	*5·44*	*598*	*11·5*	*664*	*203*	*6·94*	*6·47*
	1941-42	274	5·25	582	11·2	572	200	6·58	6·39
Total 5' 6" gauge — Electric	*1940-41*	*4*	*6·06*	*6*	*9·09*				
	1941-42	3	4·55	9	13·6				
3' 3½" Gauge.									
Assam-Bengal	*1940-41*	*9*	*4·43*	*10*	*4·93*	*45*	*16*	*7·17*	*6·08*
	1941-42	8	3·86	10	4·83	52	19	8·21	6·17
Bengal and North-Western	*1940-41*	*7*	*1·89*	*15*	*4·04*	*119*	*6*	*9·42*	*8·82*
	1941-42	7	2·07	19	5·62	85	1	6·96	1·16
Bikaner State	*1940-41**	..	..	..	..	..	..	..	..
	1941-42	4	7·01	7	12·2	16	3	11·1	5·45
Bombay, Baroda and Central India	*1940-41*	*18*	*3·84*	*65*	*13·7*	*59*	*7*	*4·84*	*3·76*
	1941-42	34	7·37	71	15·6	60	9	5·11	4·84

* Included in Class II Railways.

Locomotive Services of Class I Railways for the years 1940-41 and 1941-42.

stock relating to Electric Multiple Unit Services and to all Rail Cars,
by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes Average Number (Monthly).				
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	Railway.
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
35	*37*	*4·33*	*10·1*	*206*	*0·92*	*1,116*	*4·98*	*2*	*2·74*	*414*	*13·0*	Bengal-Nagpur.
35	36	4·32	9·85	156	0·70	874	3·93	1	1·19	395	11·6	
7	*2*	*1·22*	*1·17*	*131*	*1·43*	*525*	*5·72*	*2*	*3·81*	*55*	*4·47*	Bombay, Baroda and Central India.
10	3	1·72	1·28	134	1·62	499	4·94	3	3·58	56	4·00	
5	*2*	*0·71*	*0·71*	*44*	*0·57*	*386*	*5·06*	*3*	*4·09*	*114*	*15·2*	Eastern Bengal.
5	2	0·72	0·68	45	0·66	572	8·43	2	3·39	118	16·6	
79	*12*	*3·24*	*1·97*	*336*	*0·68*	*2,075*	*4·18*	*21*	*8·69*	*672*	*9·77*	East Indian.
64	14	2·64	2·30	262	0·54	1,794	3·72	14	5·65	771	10·6	
22	*14*	*2·04*	*2·90*	*117*	*0·60*	*574*	*2·96*	*5*	*3·08*	*269*	*7·99*	Great Indian Peninsula. — Steam.
35	22	3·33	4·57	118	0·55	522	2·45	6	3·71	278	7·08	Great Indian Peninsula. — Electric.
5	*2*	*0·91*	*0·70*	*46*	*0·76*	*254*	*4·20*	*5*	*9·81*	*41*	*3·44*	Madras and Southern Mahratta.
7	2	1·24	0·93	40	0·64	200	3·21	6	11·1	40	3·20	
3	..	*2·38*	(a) *0·48*	*10*	*0·45*	*66*	*2·96*	*2*	*16·5*	*21*	*6·91*	Nizam's State.
4	..	3·06	(a) 0·41	11	0·46	68	2·83	2	10·8	22	5·58	
38	*12*	*1·75*	*1·38*	*175*	*0·63*	*1,456*	*5·24*	*17*	*7·36*	*258*	*7·35*	North Western.
44	14	2·03	1·60	217	0·77	1,050	3·71	17	6·93	294	7·66	
4	*4*	*1·25*	*4·09*	*15*	*0·62*	*142*	*5·86*	*1*	*2·54*	*15*	*4·77*	South Indian.
6	2	1·86	1·50	10	0·42	113	4·77	..	(a)0·57	12	3·36	
193	*85*	*2·27*	*2·71*	*1,030*	*0·74*	*6,594*	*4·49*	*58*		*1,859*		Total 5′ 6″ Gauge. — Steam.
210	95	2·41	3·03	993	0·68	5,802	3·83	51		1,986		Total 5′ 6″ Gauge. — Electric.
												3′ 3⅜″ Gauge.
2	..	*0·25*	(a) *0·30*	*55*	*1·09*	*64*	*1·27*	*2*	*4·23*	*11*	*1·93*	Assam-Bengal.
2	..	0·30	(a) 0·30	57	1·15	92	1·85	3	6·36	9	1·49	
2	*Nil*	*0·16*	*Nil*	*78*	*0·64*	*200*	*1·65*	*15*	*19·6*	*70*	*6·23*	Bengal and North Western.
4	Nil	0·08	Nil	59	0·50	168	1·43	16	23·0	59	5·75	
..	..	..	..	..	..	..	..	..	..	..	..	Bikaner State.
2	*Nil*	1·39	*Nil*	60	4·57	27	2·05	4	3·34	41	2·57	
79	*7*	*6·51*	*3·49*	*95*	*0·91*	*350*	*3·34*	*67*	*84·6*	*252*	*16·7*	Bombay, Baroda and Central India.
116	6	9·85	2·99	98	0·94	529	5·09	67	93·6	248	16·6	

(a) The presence of this figure in the absence of the figure which it represents as a percentage is due to the latter being less than half.

26 (a).—*Statement of Repairs of Rolling Stock pertaining to Steam and Electric*

Note 1—The figures in this statement have been arrived at by excluding the

NOTE 2.—The term 'in units' occuring in certain columns of this Statement, indicates that the figures in these columns have

Railway.		Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds, and transportation Workshops. Number.	In sheds, and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1.		2	3	4	5	6	7	8	9	10
3' 3½" Gauge—*concld.*										
Eastern Bengal		*1940-41*	*7*	*3·61*	*23*	*11·2*	*54*	*19*	*7·72*	*6·11*
		1941-42	9	4·00	19	8·81	61	25	8·17	7·88
Jodhpur		*1940-41*	*3*	*2·91*	*6*	*5·83*	*18*	*2*	*6·45*	*6·45*
		1941-42	4	3·92	5	4·90	20	2	7·17	5·56
Madras and Southern Mahratta		*1940-41*	*19*	*5·92*	*32*	*9·97*	*40*	*8*	*5·94*	*6·15*
		1941-42	15	4·75	23	7·28	54	7	8·01	5·00
Mysore State		*1940-41*	*10*	*11·6*	*9*	*10·5*	*17*	*3*	*6·80*	*4·41*
		1941-42	9	10·7	10	11·8	14	3	5·79	4·22
Nizam's State.		*1940-41*	*5*	*6·41*	*4*	*5·13*	*7*	*1*	*5·38*	*6·25*
		1941-42	4	5·41	4	5·41	6	1	4·92	6·25
Rohilkund and Kumaon		*1940-41*	*3*	*3·76*	*3*	*3·63*	*8*	*2*	*3·56*	*6·19*
		1941-42	3	3·71	3	3·11	6	2	2·52	5·55
South Indian	Steam	*1940-41*	*12*	*3·12*	*33*	*8·62*	*58*	*4*	*4·94*	*2·95*
		1941-42	12	3·31	35	9·53	33	3	2·96	2·34
	Electric	*1940-41*	*1*	*16·0*	*Nil*	*Nil*				
		1941-42	1	14·5	Nil	Nil				
Total 3' 3½" Gauge	Steam	*1940-41*	*93*	*3·97*	*200*	*8·53*	*425*	*68*	*6·51*	*5·95*
		1941-42	109	4·69	206	8·86	407	75	6·20	6·07
	Electric	*1940-41*	*1*	*16·0*	*Nil*	*Nil*				
		1941-42	1	14·5	Nil	Nil				
2' 6" AND 2' 0" GAUGES.										
Bengal-Nagpur		*1940-41*	*14*	*12·9*	*11*	*10·0*	*16*	*1*	*4·85*	*3·67*
		1941-42	6	5·59	12	11·2	15	2	4·51	4·87
Bombay, Baroda and Central India		*1940-41*	*1*	*3·09*	*5*	*16·7*	*1*	*Nil*	*1·60*	*Nil*
		1941-42	1	3·70	4	12·3	2	Nil	2·56	Nil
Eastern Bengal		*1940-41*	*1*	*7·11*	*1*	*5·78*	*2*	*Nil*	*2·88*	*Nil*
		1941-42	1	6·78	1	11·2	2	Nil	5·08	Nil
Great Indian Peninsula		*1940-41*	*1*	*4·76*	*4*	*19·0*	*3*	*Nil*	*6·25*	*Nil*
		1941-42	1	5·56	3	16·7	3	Nil	6·82	Nil
Mysore State		*1940-41*	*1*	*5·56*	*6*	*33·3*	*4*	..	*12·5*	..
		1941-42	2	11·1	7	38·9	2	1	6·25	33·3
North Western		*1940-41*	*4*	*4·29*	*13*	*12·6*	*9*	*2*	*3·23*	*3·33*
		1941-42	5	4·83	12	12·3	20	1	7·14	1·69
South Indian		*1940-41*	*Nil*	*Nil*	*2*	*19·0*	*Nil*	*Nil*	*Nil*	*Nil*
		1941-42(b)	Nil	Nil	2	24·0	Nil	Nil	Nil	Nil
Total 2' 6" and 2' 0" Gauges		*1940-41*	*22*	*7·41*	*42*	*14·1*	*35*	*3*	*4·14*	*3·37*
		1941-42	16	5·54	41	14·2	45	4	5·41	4·12
TOTAL CLASS I RAILWAYS	Steam	*1940-41*	*399*	*5·08*	*840*	*10·7*	*1,064*	*274*	*6·62*	*6·27*
		1941-42	399	5·10	829	10·6	1,024	279	6·36	6·25
	Electric	*1940-41*	*5*	*7·14*	*6*	*9·09*				
		1941-42	4	5·71	9	13·6				

(*a*) The presence of this figure in the absence of the figure of which it represents as a percentage is due to the latter being less than half.
(*b*) Line closed for traffic on 31-10-41.

Locomotive Services of Class I Railways for the years 1940-41 and 1941-42—concld.

stock relating to Electric Multiple Unit Services and to all Rail Cars,
been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of size and capacity.

Coaching Stock.				Goods Stock.				Hot Boxes. Average Number (Monthly).				
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	Railway.
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3½″ Gauge—concld.
6	*3*	*0·81*	*0·88*	*42*	*0·68*	*329*	*5·26*	*5*	*9·14*	*10*	*1·38*	Eastern Bengal.
5	2	0·67	0·57	43	0·68	257	4·04	2	3·26	5	0·65	
1	..	*0·48*	(*a*) *0·58*	*99*	*3·44*	*29*	*1·01*	*4*	*18·0*	*26*	*6·00*	Jodhpur.
2	..	0·83	(*a*) 1·11	70	2·63	36	1·35	6	29·0	37	8·00	
3	*1*	*0·46*	*0·76*	*26*	*0·39*	*98*	*1·46*	*1*	*2·50*	*23*	*3·25*	Madras and Southern Mahratta.
3	1	0·51	0·64	74	0·75	125	1·98	2	3·45	15	1·78	
7	*1*	*2·80*	*1·47*	*51*	*3·48*	*19*	*1·30*	..	..	*3*	*0·15*	Mysore State.
5	1	2·27	0·96	46	2·89	19	1·15	1	0·04	2	0·11	
3	*1*	*2·64*	*4·44*	*6*	*0·43*	*27*	*2·16*	*1*	*8·05*	*6*	*3·63*	Nizam's State.
4	..	3·25	(*a*) 1·13	7	0·57	33	2·70	1	5·16	10	4·70	
Nil,	*Nil*	*Nil*	*Nil*	*8*	*0·27*	*22*	*0·74*	*62*	*35·5*	*238*	*10·3*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	8	0·28	27	0·94	80	45·7	248	10·6	
21	*2*	*1·75*	*1·73*	*31*	*0·45*	*97*	*1·42*	*1*	*0·63*	*3*	*0·38*	Steam } South Indian.
19	4	1·72	2·88	29	0·44	133	2·03	..	(*a*) 0·21	4	0·42	Electric }
124	*15*	*1·90*	*1·31*	*491*	*0·88*	*1,235*	*2·20*	*158*		*642*		Steam } Total 3′ 3½″ Gauge.
159	14	2·42	1·13	551	0·99	1,446	2·59	182		688		Electric }
												2′ 6″ and 2′ 0″ Gauges.
10	*4*	*3·01*	*6·77*	*19*	*0·51*	*116*	*3·14*	..	(*a*) 0·44	*1*	*0·74*	Bengal-Nagpur.
8	4	2·43	3·80	22	0·61	118	3·25	..	(*a*) 0·44	1	0·46	
6	*Nil*	*8·11*	*Nil*	*1*	*0·17*	*18*	*3·35*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	Nil	6·46	Nil	1	0·28	18	3·28	Nil	Nil	Nil	Nil	
..	*Nil*	(*a*) *0·04*	*Nil*	..	(*a*) *0·15*	..	(*a*) *0·15*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
..	Nil	(*a*) 0·24	Nil	..	(*a*) 0·04	Nil	Nil	Nil	Nil	Nil	Nil	
1	*Nil*	*3·06*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
2	..	4·00	(*a*) 1·50	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	
3	*Nil*	*9·37*	*Nil*	*5*	*2·83*	*3*	*1·69*	*Nil*	*Nil*	*Nil*	*Nil*	Mysore State.
3	1	9·38	33·3	6	4·00	3	2·04	Nil	Nil	Nil	Nil	
3	*1*	*1·12*	*1·78*	*7*	*0·56*	*31*	*2·47*	..	(*a*) *1·15*	*1*	*0·80*	North Western.
3	1	1·01	1·61	36	2·89	34	2·73	..	(*a*) 1·05	2	1·35	
..	*Nil*	(*a*) *1·00*	*Nil*	*Nil*	*Nil*	*1*	*0·35*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
..	Nil	(*a*) 0·20	Nil	Nil	Nil	..	(*a*) 0·13	Nil	Nil	Nil	Nil	
23	*5*	*2·72*	*5·62*	*32*	*0·51*	*169*	*2·70*	..		*2*		Total 2′ 6″ and 2′ 0″ Gauges.
20	6	2·40	6·19	65	1·07	173	2·85	..		3		
345	*105*	*2·15*	*2·40*	*1,603*	*0·77*	*7,998*	*3·82*	*216*		*2,503*		Steam } Total Class I Railways.
389	115	2·42	2·58	1,609	0·77	7,221	3·47	233		2,677		Electric }

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal Nagpur	1·58	0·93	2·51
Bombay, Baroda & Central India	2·09	1·34	3·43
Eastern Bengal	2·94	1·07	4·01
East Indian	1·50	1·20	2·70
Great Indian Peninsula	1·80	1·04	2·84
Madras and Southern Mahratta	1·81	1·15	2·96
Nizam's State	1·56	0·95	2·51
North Western	1·72	1·39	3·11
South Indian	1·24	1·02	2·26
Averages			2·89
3′ 3¾″ Gauge.			
Assam Bengal	1·69	1·29	2·98
Bengal and North Western	0·72	1·59	2·31
Bikaner State	2·32	2·02	4·34
Bombay, Baroda & Central India	2·66	1·99	4·65
Eastern Bengal	1·64	1·26	2·90
Jodhpur	1·45	2·03	3·48
Madras and Southern Mahratta	1·90	1·24	3·14
Mysore State	2·00	0·85	2·85
Nizam's State	1·91	0·90	2·81
Rohilkund and Kumaon	1·34	1·80	3·14
South Indian	2 17	1·28	3·45
Averages			3·29

* Cost per equated engine mile = cost per engine mile × $\frac{20{,}000}{\text{Average Tractive Effort per engine}}$

Class I Railways for the year 1941-42.

Cost per carriage on line (in terms of 4 wheelers).			Cost per wagon on line (in terms of 4 wheelers).			
Mechanical workshops.	Transportation workshops.	Total	Mechanical workshops.	Transportation workshops.	Total.	Railway.
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5' 6" Gauge.
1,004·7	153·5	1,158·2	94·7	67·0	161·7	Bengal Nagpur.
832·9	132·9	965.8	115·3	44·1	159·4	Bombay, Baroda, Central India.
574·6	90·9	665·5	73·1	35·2	108·3	Eastern Bengal.
495·9	77·1	573·0	71·5	49·2	120·7	East Indian.
587·7	153·7	741·4	68·9	60·6	129·5	Great Indian Peninsula.
422·0	96·6	518·6	102·1	31·1	133·2	Madras and Southern Mahratta.
469·1	67·6	536·7	52·0	23·7	75·7	Nizam's State.
508·2	70·6	578·8	77·0	40·3	117·3	North-Western.
255.4	40·4	295·8	52·5	11·6	64.1	South Indian.
		673·2			128·4	Averages.
						3' 3¾" Gauge.
284·3	32·5	316·8	40·7	11·6	52·3	Assam Bengal.
182·4	97·1	279·5	19·0	29·3	48·3	Bengal and North Western.
329·5	64·5	394·0	51·6	10·5	62·1	Bikaner State.
559·9	83·8	643·7	52·3	40·1	92·4	Bombay, Baroda & Central India.
379·7	43·2	422·9	47·0	18·2	65·2	Eastern Bengal.
363·4	28·6	392·0	47·6	13·7	61·3	Jodhpur.
248·6	37·1	285·7	43·0	15·2	58·2	Madras and Southern Mahratta.
370·5	29·2	399·7	66·3	9·10	75·4	Mysore State.
411·5	61·7	473·2	47·4	21·0	68·4	Nizam's State.
314·8	55·1	369·9	31·8	9·33	41·1	Rohilkund and Kumaon.
160·3	20·1	180·4	24·9	4·66	29·6	South Indian.
		367·2			58·8	Averages.

27 (a).—Statement of coal consumde on Class I Railways

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5' 6" Gauge.								
Bengal Nagpur	1940-41	Nil	1,023,373	Nil	Nil	1,023,373	Nil	116,663
	1941-42	Nil	1,122,492	Nil	Nil	1,122,492	Nil	113,216
Bombay, Baroda and Central India.	1940-41	Nil	347,033	3,050	32	348,311	Nil	20,793
	1941-42	Nil	383,732	2,070	45	384,641	Nil	23,398
Eastern Bengal	1940-41	Nil	321,885	Nil	Nil	321,885	Nil	44,125
	1941-42	Nil	330,595	Nil	Nil	330,595	Nil	46,269
East Indian	1940-41	Nil	1,750,755	495	Nil	1,750,953	Nil	200,211
	1941-42	Nil	1,826,001	365	Nil	1,826,147	Nil	186,270
Great Indian Peninsula	1940-41	Nil	1,064,308	200	Nil	1,064,388	Nil	62,320
	1941-42	Nil	1,202,509	225	Nil	1,202,599	Nil	150,228
Madras and Southern Mahratta	1940-41	Nil	349,891	4	176	350,213	Nil	14,623
	1941-42	Nil	387,807	1	155	388,088	Nil	20,083
Nizam's State	1940-41	Nil	98,585	146	92	98,811	Nil	4,269
	1941-42	Nil	114,262	143	80	114,464	Nil	4,368
North Western	1940-41	Nil	1,089,587	Nil	47,185	1,175,379	70	69,327
	1941-42	Nil	1,246,672	Nil	39,110	1,317,782	9	90,918
South Indian	1940-41	Nil	114,859	189	Nil	114,935	Nil	1,098
	1941-42	Nil	125,831	167	Nil	125,904	Nil	1,141
Total 5' 6" Gauge	1940-41	Nil	6,160,276	4,084	47,485	6,248,248	70	533,435
	1941-42	Nil	6,739,907	2,971	39,390	6,812,712	9	636,481
3' 3½" Gauge.								
Assam Bengal	1940-41	Nil	117,663	Nil	Nil	117,663	Nil	8,231
	1941-42	Nil	122,238	Nil	Nil	122,238	Nil	9,503
Bengal and North Western	1940-41	Nil	210,739	Nil	Nil	210,739	Nil	57,041
	1941-42	Nil	215,580	Nil	Nil	215,580	Nil	53,360
Bikaner State	1940-41 (a)	..	..	..	..	..	..	..
	1941-42	Nil	33,153	47	Nil	33,172	Nil	4,425
Bombay, Baroda and Central India	1940-41	Nil	299,692	3,221	Nil	300,980	Nil	20,762
	1941-42	Nil	302,104	1,763	Nil	302,869	Nil	25,452
Eastern Bengal	1940-41	Nil	148,676	Nil	Nil	148,676	Nil	21,058
	1941-42	Nil	160,021	Nil	Nil	160,021	Nil	21,547

* 2½ tons of wood = 0·55 ton of oil fuel.

(a) Included under Class II

during the years 1940-41 and 1941-42.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED (TONS).					
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	*Nil*	*116,663*	*Nil*	*1,140,036*	*Nil*	*Nil*	*1,140,036*	Bengal Nagpur.
Nil	Nil	113,216	Nil	1,235,708	Nil	Nil	1,235,708	
602	*Nil*	*21,034*	*Nil*	*367,326*	*3,652*	*32*	*369,345*	Bombay, Baroda and Central India.
253	Nil	23,499	Nil	407,130	2,323	45	408,140	
Nil	*Nil*	*44,125*	*Nil*	*366,010*	*Nil*	*Nil*	*366,010*	Eastern Bengal.
Nil	Nil	46,265	Nil	376,864	Nil	Nil	376,864	
2,003	*1,000*	*202,836*	*Nil*	*1,950,972*	*2,498*	*1,000*	*1,953,789*	East Indian.
2,450	1,033	189,128	Nil	2,012,271	2,815	1,033	2,015,275	
Nil	*Nil*	*62,320*	*Nil*	*1,126,628*	*200*	*Nil*	*1,126,708*	Great Indian Peninsula.
Nil	Nil	150,228	Nil	1,352,737	225	Nil	1,352,827	
8	*254*	*15,088*	*Nil*	*364,514*	*12*	*430*	*365,301*	Madras and Southern Mahratta.
6	350	20,722	Nil	407,890	7	595	408,810	
21	*Nil*	*4,278*	*Nil*	*102,854*	*167*	*92*	*103,089*	Nizam's State.
9	Nil	4,962	Nil	119,226	152	80	119,426	
Nil	*5,759*	*79,868*	*70*	*1,158,914*	*Nil*	*52,944*	*1,255,247*	North Western.
Nil	6,178	102,161	9	1,337,590	Nil	45,288	1,419,943	
Nil	*Nil*	*1,098*	*Nil*	*115,957*	*189*	*Nil*	*116,033*	South Indian.
Nil	Nil	1,141	Nil	126,978	167	Nil	127,045	
2,634	*7,013*	*547,310*	*70*	*6,693,711*	*6,718*	*54,498*	*6,795,558*	Total 5' 6" Gauge.
2,718	7,561	651,326	9	7,376,388	5,689	46,951	7,464,038	
								3' 3½" Gauge.
Nil	*522*	*9,679*	*Nil*	*126,394*	*Nil*	*522*	*127,342*	Assam Bengal.
Nil	Nil	9,503	Nil	131,741	Nil	Nil	131,741	
Nil	*Nil*	*57,041*	*Nil*	*267,780*	*Nil*	*Nil*	*267,280*	Bengal and North Western.
Nil	Nil	53,860	Nil	269,440	Nil	Nil	269,440	
..	..	..	..	..	..	..	..	Bikaner State.
Nil	Nil	4,425	Nil	37,678	47	Nil	37,597	
520	*233*	*21,394*	*Nil*	*320,454*	*3,741*	*233*	*322,374*	Bombay, Baroda and Central India.
503	369	26,324	Nil	327,556	2,266	369	329,133	
Nil	*Nil*	*21,053*	*Nil*	*169,734*	*Nil*	*Nil*	*169,734*	Eastern Bengal.
Nil	Nil	21,547	Nil	181,568	Nil	Nil	181,568	

1 ton of coal.
1 ton of coal.
Railways.

27 (a).—Statement of coal consumed on Class I Railways

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines.	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3' 3½" Gauge—*concld.*								
Jodhpur	*1940-41*	*Nil*	*66,265*	*241*	*Nil*	*66,361*	*Nil*	*4,522*
	1941-42	Nil	70,245	265	Nil	70,351	Nil	4,006
Madras and Southern Mahratta	*1940-41*	*Nil*	*181,063*	*Nil*	*6*	*181,074*	*Nil*	*3,469*
	1941-42	Nil	210,655	Nil	7	210,668	Nil	10,335
Mysore State	*1940-41*	*Nil*	*75,141*	*Nil*	*Nil*	*75,141*	*Nil*	*1,115*
	1941-42	Nil	82,474	Nil	Nil	82,474	Nil	869
Nizam's State	*1940-41*	*Nil*	*53,462*	*93*	*Nil*	*53,499*	*Nil*	*2,763*
	1941-42	Nil	59,742	104	Nil	59,784	Nil	2,689
Rohilkund and Kumaon	*1940-41*	*Nil*	*49,073*	*Nil*	*Nil*	*49,073*	*Nil*	*7,189*
	1941-42	Nil	51,233	Nil	Nil	51,233	Nil	8,109
South Indian	*1940-41*	*Nil*	*182,001*	*433*	*Nil*	*182,174*	*Nil*	*9,756*
	1941-42	Nil	185,795	416	Nil	185,961	Nil	12,198
Total 3' 3½" Gauge	*1940-41*	*Nil*	*1,383,775*	*3,988*	*6*	*1,385,380*	*Nil*	*141,406*
	1941-42	Nil	1,493,240	2,595	7	1,494,291	Nil	152,993
2' 6" and 2' 0" Gauges.								
Bengal Nagpur	*1940-41*	*Nil*	*76,041*	*Nil*	*Nil*	*76,041*	*Nil*	*10,407*
	1941-42	Nil	82,217	Nil	Nil	82,217	Nil	10,097
Bombay, Baroda and Central India.	*1940-41*	*Nil*	*9,297*	*125*	*Nil*	*9,347*	*Nil*	*35*
	1941-42	Nil	8,905	120	Nil	8,953	Nil	29
Eastern Bengal	*1940-41*	*Nil*	*1,965*	*Nil*	*Nil*	*1,965*	*Nil*	*36*
	1941-42	Nil	1,872	Nil	Nil	1,872	Nil	36
Great Indian Peninsula	*1940-41*	*Nil*	*15,184*	*Nil*	*13*	*15,203*	*Nil*	*357*
	1941-42	Nil	13,716	Nil	14	13,741	Nil	258
Mysore State	*1940-41*	*Nil*	*4,107*	*Nil*	*Nil*	*4,107*	*Nil*	*Nil*
	1941-42	Nil	4,591	Nil	Nil	4,591	Nil	Nil
North-Western	*1940-41*	*Nil*	*38,743*	*Nil*	*8*	*38,758*	*Nil*	*2,810*
	1941-42*	Nil	50,850	Nil	11	50,870	Nil	2,650
South Indian (*a*)	*1940-41*	*Nil*	*2,302*	*6*	*Nil*	*2,305*	*Nil*	*22*
	1941-42	Nil	945	2	Nil	946	Nil	10
Total 2' 6" & 2' 0" Gauges	*1940-41*	*Nil*	*147,639*	*131*	*21*	*147,731*	*Nil*	*13,667*
	1941-42	Nil	163,096	122	25	163,190	Nil	13,080
Total Class I Railways	*1940-41*	*Nil*	*7,691,690*	*8,203*	*47,512*	*7,781,359*	*70*	*688,508*
	1941-42	Nil	8,396,243	5,688	39,422	8,470,193	9	802,564

* 2½ tons of wood = 0·55 ton of oil fuel =

(*a*) Line closed

during the years 1940-41 and 1941-42—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	17	18
								3′ 3½″ GAUGE—*contd.*
Nil	*Nil*	*4,522*	*Nil*	*70,787*	*241*	*Nil*	*70,883*	Jodhpur.
Nil	Nil	4,006	Nil	74,251	265	Nil	74,357	
Nil	*773*	*9,875*	*Nil*	*189,532*	*Nil*	*779*	*190,949*	Madras and Southern Mahratta.
Nil	851	11,882	Nil	220,990	Nil	858	222,550	
Nil	*Nil*	*1,115*	*Nil*	*76,256*	*Nil*	*Nil*	*76,256*	Mysore State.
Nil	Nil	869	Nil	83,343	Nil	Nil	83,343	
11	*Nil*	*2,768*	*Nil*	*56,225*	*194*	*Nil*	*56,267*	Nizam's State.
8	Nil	2,692	Nil	62,431	112	Nil	62,476	
Nil	*Nil*	*1,189*	*Nil*	*56,262*	*Nil*	*Nil*	*56,262*	Rohilkund and Kumaon.
Nil	Nil	8,109	Nil	59,342	Nil	Nil	59,342	
Nil	*2,430*	*14,175*	*Nil*	*191,757*	*433*	*2,430*	*196,349*	South Indian.
Nil	2,745	17,188	Nil	197,993	416	2,745	203,149	
631	*3,958*	*148,846*	*Nil*	*1,525,181*	*4,519*	*3,964*	*1,534,196*	Total 3′ 3½″ Gauge.
511	3,965	160,405	Nil	1,646,233	3,106	3,972	1,654,696	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*10,407*	*Nil*	*86,448*	*Nil*	*Nil*	*86,448*	Bengal Nagpur.
Nil	Nil	10,097	Nil	92,314	Nil	Nil	92,314	
Nil	*Nil*	*85*	*Nil*	*9,332*	*125*	*Nil*	*9,332*	Bombay, Baroda and Central India.
8	Nil	32	Nil	8,934	128	Nil	8,985	
Nil	*Nil*	*36*	*Nil*	*2,001*	*Nil*	*Nil*	*2,001*	Eastern Bengal.
Nil	Nil	36	Nil	1,908	Nil	Nil	1,908	
Nil	*Nil*	*357*	*Nil*	*15,541*	*Nil*	*13*	*15,565*	Great Indian Peninsula.
Nil		258	Nil	13,974	Nil	14	13,999	
Nil	*Nil*	*Nil*	*Nil*	*4,107*	*Nil*	*Nil*	*4,107*	Mysore State.
Nil	Nil	Nil	Nil	4,591	Nil	Nil	4,591	
Nil	*Nil*	*2,810*	*Nil*	*41,553*	*Nil*	*8*	*41,563*	North Western.
Nil	Nil	2,650	Nil	53,500	Nil	11	53,520	
Nil	*Nil*	*22*	*Nil*	*2,324*	*6*	*Nil*	*2,327*	South Indian.
Nil	Nil	10	Nil	955	2	Nil	956	
Nil	*Nil*	*13,667*	*Nil*	*161,306*	*131*	*21*	*161,398*	Total 2′ 6″ & 2′ 0″ Gauges.
8	Nil	13,083	Nil	176,176	130	25	176,273	
3,165	*10,971*	*709,793*	*70*	*8,380,798*	*11,368*	*53,483*	*8,491,152*	TOTAL CLASS I RAILWAYS.
3,237	11,526	824,814	9	9,198,797	8,925	50,948	9,295,007	

1 ton of coal.
1 ton of coal.
on 31-10-41.

27 (a).—Statement of coal consumed on Class I Railways during the years 1940-41 and 1941-42 —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal Nagpur	*1940-41*	*Nil*	*3·46*	*Nil*	*Nil*	*Nil*	*6·02*	*Nil*	*Nil*
	1941-42	Nil	3·63	Nil	Nil	Nil	6·14	Nil	Nil
Bombay, Baroda and Central India	*1940-41*	*Nil*	*3·15*	*3·62*	*68·7*	*Nil*	*15·3*	*4·76*	*70·3*
	1941 42	Nil	3·20	2·78	69·8	Nil	14·5	5·07	70·4
Eastern Bengal	*1940-41*	*Nil*	*3·21*	*Nil*	*Nil*	*Nil*	*7·46*	*Nil*	*Nil*
	1941-42	Nil	3·25	Nil	Nil	Nil	8·43	Nil	Nil
East Indian	*1940-41*	*Nil*	*3·27*	*9·34*	*87·4*	*Nil*	*6·69*	*9·40*	*87·6*
	1941-42	Nil	3·47	10·3	79·2	Nil	6·74	10·3	79·3
Great Indian Peninsula	*1940-41*	*Nil*	*4·54*	*5·00*	*Nil*	*Nil*	*9·20*	*5·00*	*Nil*
	1941-42	Nil	4·42	5·70	Nil	Nil	9·88	5·70	Nil
Madras and Southern Mahratta	*1940-41*	*Nil*	**4·51*	*Nil*	*127·3*	*Nil*	*13·0*	*Nil*	*128·0*
	1941-42	Nil	*4·64	Nil	122·0	Nil	13·7	Nil	123·2
Nizam's State	*1940-41*	*Nil*	*4·63*	*6·00*	*175·0*	*Nil*	*6·19*	*6·56*	*175·0*
	1941-42	Nil	4·70	6·00	186·0	Nil	6·20	6·32	186·0
North Western	*1940-41*	*Nil*	*3·81*	*Nil*	*22·9*	*Nil*	*16·9*	*Nil*	*30·5*
	1941-42	Nil	3·75	Nil	22·9	Nil	16·9	Nil	30·9
South Indian	*1940-41*	*Nil*	*5·08*	*2·14*	*Nil*	*Nil*	*19·0*	*2·14*	*Nil*
	1941-42	Nil	5·04	2·30	Nil	Nil	17·4	2·30	Nil
3' 3⅜" Gauge.									
Assam Bengal	*1940-41*	*Nil*	*7·90*	*Nil*	*41·3*	*Nil*	*13·8*	*Nil*	*44·4*
	1941-42	Nil	8·56	Nil	Nil	Nil	13·3	Nil	Nil
Bengal and North Western	*1940-41*	*Nil*	*4·02*	*Nil*	*Nil*	*Nil*	*11·4*	*Nil*	*Nil*
	1941-42	Nil	4·05	Nil	Nil	Nil	11·2	Nil	Nil
Bikaner State	*1940-41†*	..	..	..	..	..	..	..	..
	1941-42	Nil	4·70	6·81	Nil	Nil	14·9	6·81	Nil
Bombay, Baroda and Central India	*1940-41*	*Nil*	*2·92*	*4·40*	*40·8*	*Nil*	*14·0*	*4·94*	*49·7*
	1941-42	Nil	3·30	4·40	43·0	Nil	13·8	5·02	51·7

* F. O. R. rate only.
† Included Under Class II Railways.

27 (a).—*Statement of coal consumed on Class I Railways during the years 1940-41 and 1941-42* —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
3' 3½" Gauge—*concld.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1940-41*	*Nil*	*3·21*	*Nil*	*Nil*	*Nil*	*10·8*	*Nil*	*Nil*
	1941-42	Nil	3·25	Nil	Nil	Nil	9·60	Nil	Nil
Jodhpur	*1940-41*	*Nil*	*3·49*	*5·51*	*Nil*	*Nil*	*16·5*	*5·51*	*Nil*
	1941-42	Nil	3·73	5·48	Nil	Nil	17·0	5·48	Nil
Madras and Southern Mahratta	*1940-41*	*Nil*	**4·40*	*Nil*	*81·6*	*Nil*	*15·9*	*Nil*	*82·3*
	1941-42	Nil	*4·32	Nil	81·9	Nil	16·4	Nil	84·2
Mysore State	*1940-41*	*Nil*	*5·13*	*Nil*	*Nil*	*Nil*	*15·6*	*Nil*	*Nil*
	1941-42	Nil	5·13	Nil	Nil	Nil	15·6	Nil	Nil
Nizam's State	*1940-41*	*Nil*	*4·63*	*6·00*	*Nil*	*Nil*	*8·27*	*6·56*	*Nil*
	1941-42	Nil	4·70	6·00	Nil	Nil	8·34	6·32	Nil
Rohilkund and Kumaon	*1940-41*	*Nil*	*4·00*	*Nil*	*Nil*	*Nil*	*13·1*	*Nil*	*Nil*
	1941-42	Nil	3·70	Nil	Nil	Nil	12·9	Nil	Nil
South Indian	*1940-41*	*Nil*	*5·08*	*2·14*	*45·0*	*Nil*	*19·7*	*2·14*	*46·5*
	1941-42	Nil	5·04	2·30	45·9	Nil	17·9	2·30	47·8
2' 6" and 2' 0" Gauges.									
Bengal Nagpur	*1940-41*	*Nil*	*4·28*	*Nil*	*Nil*	*Nil*	*5·80*	*Nil*	*Nil*
	1941-42	Nil	4·32	Nil	Nil	Nil	5·86	Nil	Nil
Bombay, Baroda and Central India	*1940-41*	*Nil*	*2·83*	*3·62*	*Nil*	*Nil*	*13·1*	*4.00*	*Nil*
	1941-42	Nil	2·89	2·78	Nil	Nil	13·1	3·31	Nil
Eastern Bengal	*1940-41*	*Nil*	*3·21*	*Nil*	*Nil*	*Nil*	*8·15*	*Nil*	*Nil*
	1941-42	Nil	3·25	Nil	Nil	Nil	7·86	Nil	Nil
Great Indian Peninsula	*1940-41*	*Nil*	*4·81*	*Nil*	*189·8*	*Nil*	*8·70*	*Nil*	*230·8*
	1941-42	Nil	4·80	Nil	197·7	Nil	8·71	Nil	235·6
Mysore State	*1940-41*	*Nil*	*5·13*	*Nil*	*Nil*	*Nil*	*14·9*	*Nil*	*Nil*
	1941-42	Nil	5·13	Nil	Nil	Nil	15·3	Nil	Nil
North Western	*1940-41*	*Nil*	*3·81*	*Nil*	*Nil*	*Nil*	*20·1*	*Nil*	*Nil*
	1941-42	Nil	3·75	Nil	Nil	Nil	20·8	Nil	Nil
South Indian†	*1940-41*	*Nil*	*5·08*	*2·14*	*Nil*	*Nil*	*17·3*	*2·14*	
	1941-42	Nil	5·04	2·30	Nil	Nil	15·7	2·30	

F. O. R. rate only.
† Line closed on 31-10-41.

27 (b).—Statement of Coal* Consumption, by various services, on Class I Railways for the years 1940-41 and 1941-42.

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. Cols. 3+4+5+7+9+11+12.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5' 6" Gauge.																
Bengal Nagpur	*1940-41*	*248,703*	*40*	*Nil*	*201·3*	*642,994*	*174·2*	*102,582*	*62·3*	*3,523*	*25,531*	*1,023,373*	*41,185*	*23,411*	*47,067*	*116,663*
	1941-42	260,267	61	Nil	201·5	737,351	184·3	97,636	55·5	1,706	24,971	1,122,492	44,782	25,147	43,287	113,216
Bombay, Baroda and Central India.	*1940-41*	*157,184*	*Nil*	*Nil*	*167·5*	*141,779*	*121·9*	*32,687*	*68·2*	*317*	*16,344*	*348,311*	*10,209*	*2,746*	*8,979*	*21,934*
	1941-42	149,713	Nil	Nil	160·4	175,238	124·5	40,040	66·5	235	19,415	384,641	11,320	2,658	9,521	23,499
Eastern Bengal	*1940-41*	*162,737*	*Nil*	*Nil*	*178·3*	*84,482*	*146·4*	*39,141*	*56·4*	*21,458*	*14,067*	*321,885*	*4,991*	*11,698*	*27,236*	*44,125*
	1941-42	168,556	Nil	Nil	180·4	86,194	152·4	40,924	56·5	21,837	13,084	330,595	4,405	14,778	27,086	46,269
East Indian	*1940-41*	*568,696*	*8*	*Nil*	*180·3*	*905,128*	*123·9*	*198,265*	*61·8*	*3,480*	*75,376*	*1,750,953*	*44,888*	*70,772*	*87,176*	*202,836*
	1941-42	569,445	Nil	Nil	174·7	971,518	125·7	210, 160	61·9	3,733	71,291	1,826,147	39,499	55,803	93,826	189,128
Great Indian Peninsula.	*1940-41*	*378,929*	*Nil*	*Nil*	*187·4*	*556,564*	*168·0*	*96,855*	*83·8*	*6,652*	*27,388*	*1,064,388*	*28,829*	*14,587*	*18,904*	*62,320*
	1941-42	372,806	Nil	Nil	183·7	672,313	170·8	118,335	79·3	6,526	32,619	1,202,599	34,375	16,661	99,192	150,228
Madras and Southern Mahratta.	*1940-41*	*150,891*	*Nil*	*296*	*190·4*	*154,488*	*129·2*	*30,707*	*78·5*	*4,304*	*9,527*	*350,213*	*5,735*	*462*	*8,841*	*15,038*
	1941-42	155,818	Nil	259	185·2	181,075	139·2	35,861	81·4	4,088	10,987	388,088	6,562	636	13,524	20,722
Nizam's State	*1940-41*	*39,943*	*Nil*	*168*	*175·9*	*46,966*	*138·3*	*6,537*	*66·3*	*Nil*	*5,167*	*98,811*	*3,117*	*Nil*	*1,161*	*4,278*
	1941-42	42,250	Nil	145	254·4	59,222	151·3	8,093	72·5	Nil	4,754	114,464	3,717	Nil	1,245	4,962
North Western	*1940-41*	*521,359*	*783*	*141*	*165·5*	*470,331*	*142·8*	*134,807*	*85·8*	*5,799*	*41,659*	*1,175,379*	*9,125*	*4,162*	*66,581*	*79,868*
	1941-42	549,080	832	423	167·1	553,845	156·4	162,676	89·8	5,780	45,146	1,317,782	10,200	4,607	87,354	102,161
South Indian	*1940-41*	*70,080*	*Nil*	*Nil*	*164·6*	*37,034*	*110·3*	*3,333*	*41·0*	*261*	*4,427*	*114,935*	*425*	*Nil*	*673*	*1,098*
	1941-42	70,371	Nil	Nil	170·8	46,554	122·4	4,386	45·7	295	4,298	125,904	434	Nil	707	1,141
Total 5' 6" Gauge.	*1940-41*	*2,296,552*	*831*	*605*	*179·1*	*3,040,266*	*143·0*	*644,914*	*69·2*	*45,794*	*219,286*	*6,243,248*	*148,564*	*133,038*	*265,718*	*547,310*
	1941-42	2,338,306	893	827	178·9	3,433,810	149·5	718,111	68·6	44,200	226,565	6,812,712	155,294	126,290	375,742	651,326
3' 3½" Gauge.																
Assam Bengal	*1940-41*	*77,474*	*Nil*	*Nil*	*161·2*	*20,031*	*140·6*	*14,802*	*39·1*	*1,574*	*3,782*	*117,663*	*365*	*6,374*	*3,000*	*9,679*
	1941-42	78,040	Nil	Nil	161·7	21,338	141·1	15,250	42·4	2,128	5,482	122,238	218	6,042	3,243	9,503
Bengal and North Western.	*1940-41*	*106,351*	*Nil*	*Nil*	*204·3*	*71,252*	*125·6*	*16,946*	*24·7*	*3,699*	*12,511*	*210,739*	*9,274*	*5,823*	*41,944*	*57,041*
	1941-42	105,252	Nil	Nil	214·7	77,850	126·2	17,185	23·8	3,249	12,044	215,580	9,474	4,448	39,938	53,860
Bikaner State	*1940-41*†	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	1941-42	26,348	Nil	†	†	2,379	†	3,813	71·1	282	350	33,172	3,528	Nil	897	4,425
Bombay, Baroda and Central India.	*1940-41*	*141,950*	*289*	*Nil*	*223·7*	*125,718*	*153·0*	*24,672*	*42·2*	*Nil*	*8,351*	*300,980*	*4,681*	*3,800*	*12,913*	*21,394*
	1941-42	131,143	361	Nil	231·7	135,881	160·0	25,934	41·5	Nil	9,490	302,809	4,339	5,193	16,792	26,324
Eastern Bengal	*1940-41*	*66,317*	*Nil*	*Nil*	*148·7*	*40,079*	*124·9*	*19,633*	*44·9*	*14,720*	*7,927*	*148,676*	*4,313*	*Nil*	*16,745*	*21,058*
	1941-42	73,451	Nil	Nil	149·8	39,723	133·4	20,489	45·0	15,439	10,919	160,021	4,478	525	16,544	21,547

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

(‡) Included under Class II Railways.

† Information not received.

27 (b).—Statement of Coal* Consumption, by various services, on Class I Railways for the years 1940-41 and 1941-42—concld.

Railway.	Year.	Passenger and Total Mixed.	Rail-cars Steam propelled.	Rail-cars Internal combustion engines propelled.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Locos. on Misc. services.	Departmental.	Total tons used on all Locomotive services. Cols. 3+4+5+7+9+11+12.	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Total tons consumed.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons consumed.		Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 14+15+16).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
3' 3½" Gauge—concld.																
Jodhpur	1940-41	35,933	Nil	Nil	162·1	22,747	146·8	3,044	30·2	2,240	2,397	66,361	2,283	Nil	2,239	4,522
	1941-42	35,411	Nil	Nil	156·0	27,311	148·4	3,351	29·8	1,877	2,401	70,351	1,635	Nil	2,371	4,006
Madras and Southern Mahratta.	1940-41	86,325	Nil	Nil	198·5	72,471	182·2	15,001	47·8	2,583	4,694	181,074	5,731	1,405	4,739	9,875
	1941-42	89,705	Nil	Nil	199·1	96,868	190·2	17,377	47·7	2,535	4,183	210,668	4,567	1,547	5,768	11,882
Mysore State	1940-41	36,673	Nil	Nil	258·4	29,271	223·4	7,887	51·8	Nil	1,310	75,141	1,115	Nil	Nil	1,115
	1941-42	42,298	Nil	Nil	269·5	30,281	254·3	8,649	51·9	Nil	1,246	82,474	869	Nil	Nil	869
Nizam's State	1940-41	29,252	105	Nil	264·5	16,923	162·6	4,362	70·6	Nil	2,655	53,499	1,899	Nil	869	2,768
	1941-42	30,241	84	Nil	260·5	21,099	166·9	5,495	73·9	Nil	2,865	59,784	1,928	Nil	764	2,692
Rohilkund and Kumaon.	1940-41	23,351	Nil	Nil	220·7	15,374	154·8	5,596	28·8	2,066	2,186	49,073	3,289	3,502	398	7,189
	1941-42	23,607	Nil	Nil	219·6	16,373	163·3	6,356	31·2	2,396	2,501	51,233	3,605	4,104	400	8,109
South Indian	1940-41	118,323	Nil	Nil	201·5	49,494	111·9	7,483	34·2	376	6,498	182,174	1,285	5,833	1,057	14,175
	1941-42	114,847	Nil	Nil	201·5	55,929	114·1	8,470	34·9	465	6,250	185,961	1,088	8,003	8,997	17,188
Total 3' 3½" Gauge.	1940-41	722,449	394	Nil	198·9	463,640	146·1	119,628	38·2	27,258	52,911	1,385,380	32,235	26,677	89,904	148,816
	1941-42	750,343	445	Nil	201·5	525,032	152·0	132,369	39·2	28,371	57,731	1,494,291	35,729	29,862	94,814	160,405
2' 6" AND 2'0" GAUGES.																
Bengal Nagpur	1940-41	46,548	208	Nil	437·4	20,101	395·0	6,889		277	2,022	76,041	9,732	Nil	2,675	10,407
	1941-42	49,526	192	Nil	440·5	23,753	415·8	7,794		129	2,373	82,217	7,485	Nil	2,612	10,097
Bombay, Baroda and Central India.	1940-41	8,772	Nil	Nil	523·7	131	446·6	Nil		1	443	9,347	Nil	Nil	35	35
	1941-42	8,236	Nil	Nil	494·7	300	457·7	Nil		3	414	8,953	19	Nil	22	32
Eastern Bengal	1940-41	1,765	Nil	Nil	517·9	Nil	527·9	Nil		172	28	1,965	Nil	Nil	36	36
	1941-42	1,680	Nil	Nil	497·7	Nil	538·8	Nil		170	22	1,872	Nil	Nil	36	36
Great Indian Peninsula.	1940-41	13,830	Nil	24	486·2	Nil	533·2	554	Not published.	Nil	309	15,209	357	Nil	Nil	357
	1941-42	12,728	Nil	25	478·7	Nil	548·9	578		Nil	410	13,741	258	Nil	Nil	258
Mysore State	1940-41	2,579	Nil	Nil	335·0	1,493	380·7	Nil		Nil	38	4,107	Nil	Nil	Nil	Nil
	1941-42	4,243	Nil	Nil	344·6	221	372·7	69		Nil	58	4,591	Nil	Nil	Nil	Nil
North Western	1940-41	18,873	203	15	396·5	15,559	487·1	2,671		246	1,191	38,758	354	Nil	2,456	2,810
	1941-42	20,815	256	20	441·7	24,297	499·2	3,963		10	1,509	50,870	532	Nil	2,118	2,650
South Indian †	1940-41	2,289	Nil	Nil	347·1	13	282·9	Nil		Nil	3	2,305	19	Nil	3	22
	1941-42	945	Nil	Nil	356·9	1	285·1	Nil		Nil	Nil	946	8	Nil	2	10
Total 2' 6" & 2'0" Gauges.	1940-41	94,654	409	39	435·0	37,297	435·0	10,114		696	4,522	147,731	8,462	Nil	5,205	13,667
	1941-42	98,173	448	45	442·6	46,572	454·5	12,404		362	5,186	163,190	8,293	Nil	4,790	13,083
TOTAL CLASS I RAILWAYS.	1940-41	3,113,655	1,634	644	185·8	3,540,903	145·0	774,656		73,748	276,119	7,781,359	139,251	159,715	360,827	709,793
	1941-42	3,186,822	1,786	872	184·4	4,056,414	151·6	862,884		72,933	289,482	8,470,193	199,316	150, 2	475,346	824,814

* Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

† Line closed on 31-10-41.

28.—*Efficiency Statistics of Class I Railways for the years 1940-41 and 1941-42.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1940-41*	*511*	*192*	*1,962*	*4,456*	*9,985*
	1941-42	508	186	1,968	4,374	9,770
Bombay, Baroda and Central India	*1940-41*	*698*	*252*	*2,114*	*5,381*	*10,475*
	1941-42	673	243	2,106	5,317	10,431
Eastern Bengal	*1940-41*	*358*	*141*	*955*	*3,265*	*6,432*
	1941-42	343	138	908	3,133	6,430
East Indian	*1940-41*	*746*	*214*	*2,116*	*4,981*	*9,339*
	1941-42	761	212	2,069	4,862	8,874
Great Indian Peninsula	*1940-41*	*727*	*257*	*2,247*	*5,593*	*11,172*
	1941-42	726	243	2,277	5,440	10,888
Madras and Southern Mahratta	*1940-41*	*854*	*251*	*2,091*	*5,295*	*10,210*
	1941-42	807	234	2,065	5,075	9,844
Nizam's State	*1940-41*	*754*	*212*	*1,894*	*4,767*	*10,353*
	1941-42	744	204	1,997	4,796	10,234
North Western	*1940-41*	*765*	*235*	*1,775*	*4,643*	*8,017*
	1941-42	688	218	1,696	4,115	7,440
South Indian	*1940-41*	*502*	*160*	*1,325*	*3,526*	*7,331*
	1941-42	480	149	1,366	3,427	7,142
Average for 5′ 6″ gauge.	*1940-41*	*673*	*219*	*1,976*	*4,841*	*9,438*
	1941-42	661	211	1,962	4,681	9,108
3′ 3½″ Gauge.						
Assam Bengal	*1940-41*	*501*	*172*	*820*	*2,323*	*4,225*
	1941-42	442	171	780	2,269	4,127
Bengal and North Western	*1940-41*	*337*	*157*	*789*	*1,901*	*4,405*
	1941-42	339	154	808	1,905	4,210
Bikaner State	*1940-41*	††	††	††	††	††
	1941-42	996	187	715	2,250	4,067
Bombay, Baroda and Central India	*1940-41*	*788*	*231*	*1,193*	*2,738*	*4,619*
	1941-42	725	196	1,119	2,572	4,422
Eastern Bengal	*1940-41*	*508*	*200*	*817*	*2,587*	*4,971*
	1941-42	500	185	768	2,429	4,586
Jodhpur	*1940-41*	*854*	*203*	*892*	*2,110*	*4,215*
	1941-42	849	132	1,013	2,320	4,494
Madras and Southern Mahratta	*1940-41*	*593*	*159*	*780*	*2,170*	*3,315*
	1941-42	645	164	819	2,243	3,344
Mysore State	*1940-41*	*655*	*154*	*837*	*2,398*	*2,721*
	1941-42	574	147	748	2,232	2,549
Nizam's State	*1940-41*	*649*	*167*	*911*	*2,403*	*5,137*
	1941-42	688	179	1,028	2,621	5,020
Rohilkund and Kumaon	*1940-41*	*253*	*112*	*615*	*1,452*	*3,227*
	1941-42	229	104	558	1,342	3,098
South Indian	*1940-41*	*609*	*192*	*835*	*2,403*	*4,664*
	1941-42	587	187	886	2,391	4,466
Average for 3′ 3½″ gauge	*1940-41*	*534*	*182*	*883*	*2,292*	*4,218*
	1941-42	515	174	874	2,251	4,053
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1940-41*	*292*	*112*	*284*	*1,011*	*1,562*
	1941-42	314	114	302	1,052	1,552
Bombay, Baroda and Central India	*1940-41*	*266*	*98*	*238*	*586*	*907*
	1941-42	271	76	224	660	946
Eastern Bengal	*1940-41*	**Nil*	*20*	*28*	*181*	*570*
	1941-42	*Nil	39	52	397	525
Great Indian Peninsula	*1940-41*	*536*	*104*	*226*	*1,112*	*1,068*
	1941-42	438	104	237	1,068	1,088
Mysore State	*1940-41*	*2,233*	*103*	*283*	*1,010*	*806*
	1941-42	1,814	118	307	1,133	936
North Western	*1940-41*	*500*	*95*	*235*	*919*	*1,009*
	1941-42	481	89	228	925	1,014
South Indian §	*1940-41*	*601*	*100*	*210*	*752*	*912*
	1941-42	482	101	225	768	919

* Shunting operations generally performed by hand.

†† Included under class II Railways.

§ Lines closed for traffic from 31st October, 1941.

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR THE YEAR 1941-42 (IN HUNDREDS).

29.—Statement of Principal Commodities carried by Class I

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	6,618,2	7,294,3	2,44,29,3	1,333,6	1,386,3	56,67,5	7,951,8	8,680,6	3,00,96,8	2,0	6,6	70,6
Bombay, Baroda and Central India	2,0	1,102,4	59,88,7	..	24,7	5,27,7	2,0	1,127,1	65,16,4	26,7	26,7	5,69,5
Eastern Bengal	28,7	1,408,6	30,17,5	2	93,2	3,85,9	28,9	1,501,8	34,03,4	32,7	32,9	2,50,8
East Indian	9,259,6	10,461,5	4,74,88,6	2,983,7	3,203,9	2,14,58,7	12,243,3	13,665,4	6,89,47,3	3,5	8,1	1,84,3
Great Indian Peninsula	807,5	2,768,7	1,38,71,0	..	397,1	20,35,5	807,5	3,165,8	1,59,06,5	45,4	45,6	7,34,7
Madras and Southern Mahratta.	17,3	558,0	34,71,0	..	275,8	21,41,2	17,3	833,8	56,12,2	21,7	21,7	5,11,1
Nizam's State	648,6	669,6	30,12,7	493,5	493,7	15,33,8	1,142,1	1,163,3	45,46,5	3	3,4	82,4
North Western	106,5	1,628,4	62,06,5	4	4	2	106,9	1,628,8	62,06,7	70,8	70,8	17,82,9
South Indian	2	58,7	7,58,6	..	..	..	2	58,7	7,58,6	1	4	6,1
Total	17,488,6	25,950,2		4,811,4	5,875,1		22,300,0	31,825,3		203.2	216,2	
3′ 3¾″ Gauge.												
Assam Bengal	28,1	125,0	3,54,3	6	8,3	26,5	28,7	133,3	3,80,8	9	1,7	12,7
Bengal and North Western.	12,9	294,3	7,41,5	1	1	..	13,0	294,4	7,41,5	..	1	1,8
Bikaner State	36,6	38,9	28,3	§	§	§	36,6	38,9	28,3	1	1,0	9,3
Bombay, Baroda and Central India.	6,2	523,2	*	..	124,7	*	6,2	647,9	*	1,3	6,9	*
Eastern Bengal	5,7	309,7	*	..	69,2	*	5,7	378,9	*	6	7,6	*
Jodhpur	3	24,7	55,3	..	2,9	2,1	3	27,6	57,4	3	6,9	1,49,5
Madras and Southern Mahratta.	5,0	79,7	*	..	53,8	*	5,0	133,5	*	12,4	16,1	*
Mysore State	5	60,7	1,59,6	..	..	..	5	60,7	1,59,6	3,0	3,4	35,7
Nizam's State	2	93,0	*	..	55,8	*	2	148,8	*	1,3	3,3	*
Rohilkund and Kumaon	8	24,8	21,5	..	..	..	8	24,8	21,5	..	..	..
South Indian	36,8	83,1	*	..	..	..	36,8	83,1	*	1	1	*
Total	133,1	1,657,1		7	214,8		133,8	1,971,9		20,0	47,1	
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	66,0	89,7	*	..	..	..	66,0	89,7	*	..	5	*
Bombay, Baroda and Central India.	..	2,4	*	..	..	..	..	2,4	*	..	5	*
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2	14,1	*	..	..	*	2	14,1	*	1,1	1,1	*
Mysore State	..	..	‡	..	..	..	..	..	‡	..	..	‡
North Western	98,4	123,6	*	..	..	*	98,4	123,6	*	1	7	*
South Indian††	..	..	*	..	..	..	..	..	*	..	..	*
Total	164,6	229,8		..	..		164,6	229,8		1,2	2,8	
Total, 1941-42	17,786,3	27,837,1	10,96,04,4	4,812,1	6,189,9	3,37,79,1	22,598,4	34,027,0	14,33,83,5	224,4	266,1	44,01,4
Total, 1940-41	17,816,1	27,291,4	10,10,79,4	4,684,8	6,197,0	3,34,26,0	22,500,9	33,488,4	13,45,05,4	213,4	248,1	39,32,0
Increase	..	545,7	85,25,0	127,3	..	3,53,1	97,5	538,6	88,78,1	11,0	18,0	4,69,4
Decrease	29,8	..	..	..	7,1	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Shown under 3′ 3¾″ gauge.

†† Closed for traffic on the 31st October 1941.

§ Included under columns 137, 138 and 139.

Railways and the earnings therefrom for the year 1941-42. (*In hundreds.*)

II.—Heavy Merchandise.									
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" Gauge.
198,3	215,7	7,01,6	120,3	123,0	5,99,9	427,6	456,6	43,90,7	Bengal Nagpur.
155,5	204,9	8,48,9	7,8	10,6	98,2	110,7	141,5	23,32,1	Bombay, Baroda and Central India.
15,2	37,7	59,5	46,6	68,6	5,24,5	134,6	172,7	16,33,9	Eastern Bengal.
140,1	184,7	5,52,2	98,7	107,7	3,65,4	222,2	333,2	23,52,7	East Indian.
147,7	154,4	3,45,5	1,7	9,1	67,7	26,2	230,8	20,21,4	Great Indian Peninsula.
58,7	78,4	6,08,4	20,6	26,1	3,53,9	257,3	316,0	37,58,2	Madras and Southern Mahratta.
81,5	81,7	3,15,1	1,2	2,4	18,0	69,7	117,2	10,61,8	Nizam's State.
397,9	422,9	16,54,9	20,1	20,3	1,11,3	344,6	364,3	45,85,2	North Western.
53,3	54,5	5,11,6	12,2	129,1	18,36,4	48,8	197,2	27,70,3	South Indian.
1,248,2	1,424,9		323,2	496,3		1,641,7	2,329,5		Total.
									3' 3½" Gauge.
3,7	3,7	5,5	61,5	67,4	3,26,8	181,5	196,1	12,77,9	Assam Bengal.
150,3	152,5	3,06,1	25,1	32,0	1,44,6	193,8	268,5	14,00,3	Bengal and North Western.
5,9	6,1	19,0	1	1	8	6	6,6	59,6	Bikaner State.
85,0	102,7	*	2	1,2	*	2,9	71,4	*	Bombay, Baroda and Central India.
6,3	6,4	*	63,5	66,4	*	122,5	172,0	*	Eastern Bengal.
21,3	22,2	56,7	1,1	1,2	5,6	9,0	26,3	2,72,6	Jodhpur.
72,8	73,7	*	25,5	35,7	*	137,0	200,2	*	Madras and Southern Mahratta.
75,0	77,2	1,59,5	16,7	17,6	62,5	47,4	56,3	2,09,9	Mysore State.
17,9	18,1	*	4	5	*	16,0	23,3	*	Nizam's State.
196,7	196,8	4,19,3	7,2	7,5	43,3	3,4	9,2	42,1	Rohilkund and Kumaon.
65,2	66,2	*	189,7	190,2	*	246,3	255,5	*	South Indian.
700,1	725,6		391,0	419,8		966,4	1,285,4		Total.
									2' 6" and 2' 0" Gauges.
59,0	59,5	*	3,6	3,6	*	30,1	46,0	*	Bengal Nagpur.
32,9	34,4	*	2,1	2,1	*	8	9,5	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	1	2	*	Eastern Bengal.
..	..	*	..	..	*	1	3,5	*	Great Indian Peninsula.
22,7	22,7	‡	6	6	‡	2,4	2,4	‡	Mysore State.
5,2	10,1	*	1	1	*	14,8	10,8	*	North Western.
1,3	1,3	*	1,8	1,8	*	8	8	*	South Indian. ††
121,1	128,0		8,2	8,2		49,1	76,2		Total.
2,069,4	2,288,5	65,62,9	722,4	924,3	45,58,9	2,651,2	3,891,1	2,81,68,7	Total, 1941-42.
1,892,4	2,092,7	57,83,5	659,8	848,0	40,59,2	2,503,3	3,412,1	2,65,25,6	Total, 1940-41.
177,0	195,8	7,79,4	62,6	76,3	4,99,7	147,9	279,0	16,43,1	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

29.—Statement of Principal Commodities carried by Class I

II.—Heavy Mer

Railway.	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5′ 6″ Gauge.									
Bengal Nagpur	66,0	112,6	11,58,7	22,2	47,6	5,19,9	1,6	15,0	1,00,0
Bombay, Baroda and Central India	64,3	119,4	25,28,4	50,7	201,6	39,81,7	57,2	105,0	17,94,4
Eastern Bengal	53,3	62,7	7,71,9	..	..	..	..	..	..
East Indian	308,3	396,3	33,63,6	208,1	509,5	63,64,7	45,9	94,8	6,55,7
Great Indian Peninsula	285,3	433,9	60,48,5	207,1	262,3	33,19,6	152,6	202,2	21,23,7
Madras and Southern Mahratta	59,4	205,9	19,90,8	7,1	38,0	5,43,3	11,2	26,4	8,71,8
Nizam's State	24,3	153,8	11,03,3	2,3	33,5	3,61,6	21,9	29,5	6,02,4
North Western	253,3	311,3	30,58,9	1,070,0	1,143,8	1,11,87,5	80,3	107,3	8,41,5
South Indian	38,6	64,5	15,04,4	6,6	10,9	1,70,3	7,7	12,8	1,95,4
Total	1,147,8	1,860,9		1,574,1	2,247,2		378,4	593,0	
3′ 3¾″ Gauge.									
Assam Bengal	7,3	25,7	1,53,9	2,9	12,5	72,6	..	..	4
Bengal and North Western	123,4	140,2	9,06,0	81,9	101,9	8,57,5	‡	‡	‡
Bikaner State	42,9	44,9	2,65,3	48,4	57,7	4,18,9	19,1	34,3	3,05,8
Bombay, Baroda and Central India	97,9	146,3	*	110,4	233,7	*	91,1	119,6	*
Eastern Bengal	30,7	87,9	*	..	..	..	..	..	..
Jodhpur	6,5	35,8	2,49,6	117,0	150,8	8,95,5	12,8	28,1	2,47,7
Madras and Southern Mahratta	24,9	94,4	*	23,3	39,1	*	57,2	88,8	*
Mysore State	20,9	40,8	1,63,0	5,4	20,2	81,5	26,5	26,6	1,06,0
Nizam's State	21,6	54,0	**	6,9	17,0	*	38,5	42,5	*
Rohilkund and Kumaon	23,4	30,8	1,27,8	32,0	35,0	1,37,3	7,4	9,9	43,6
South Indian	122,3	151,0	*	6,3	10,3	*	9,9	12,2	*
Total	521,8	851,8		434,5	678,2		262,5	362,0	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	16,4	20,8	*	3,5	5,3	*	2,9	7,2	*
Bombay, Baroda and Central India	2,7	4,0	*	6	3,1	*	1,6	4,4	*
Eastern Bengal	..	..	*	..	..	..	..	..	..
Great Indian Peninsula	2,5	4,4	*	2	1,0	*	3,4	3,6	*
Mysore State	9	1,2	††	1	2	††	1	1	††
North Western	14,8	20,2	*	7,5	19,3	*	1,3	1,5	*
South Indian §	2,9	3,0	*	..	..	*	1,3	1,3	*
	40,2	53,6		11,9	28,9		10,6	18,1	..
Total, 1941-42	1,709,8	2,766,3	2,33,94,1	2,020,5	2,954,3	2,89,11,9	651,5	973,1	78,88,4
Total, 1940-41	1,594,2	2,655,9	2,26,83,6	1,972,5	2,847,7	2,86,54,5	498,3	753,2	61,44,1
Increase	115,6	111,3	7,10,5	48,0	106,6	2,57,4	153,2	219,9	17,44,3
Decrease	..	..	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

† In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

‡ Not recorded.

†† Shown under 3′ 3¾″ gauge.

§ Closed for traffic on 31 st October 1941.

Railways and the earnings therefrom for the year 1941-42. (*In hundreds*)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
4,7	8,3	54,2	139,4	147,2	3,85,9	89,4	147,9	18,05,3	Bengal Nagpur.
32,4	49,4	10,34,9	316,1	352,0	22,77,8	241,8	259,7	65,46,7	Bombay, Baroda and Central India.
9,8	22,0	4,34,9	3,6	78,6	2,15,6	85,3	105,0	11,34,0	Eastern Bengal.
188,3	244,6	19,91,6	555,8	714,1	24,84,9	116,8	280,9	24,53,6	East Indian.
28,7	39,0	4,58,0	239,4	381,9	16,94,6	96,2	250,9	34,67,2	Great Indian Peninsula.
12,2	21,8	3,41,8	40,3	56,4	9,96,7	59,2	80,7	9,41,7	Madras and Southern Mahratta.
5	2,6	28,0	115,0	115,8	4,09,5	1	45,7	7,03,8	Nizam's State.
120,7	138,0	11,81,0	728,8	745,0	23,78,9	193,1	295,1	21,81,8	North Western.
3,3	7,6	2,16,6	12,3	13,8	4,31,8	6,9	50,0	14,54,8	South Indian.
400,6	533,3		2,150,7	2,604,8		888,8	1,425,9		Total.
									3′ 3½″ Gauge.
7	1,0	6,8	169,0	169,1	7,24,2	63,3	66,8	5,23,1	Assam Bengal.
173,3	199,2	11,76,7	17,4	21,4	69,0	6,1	177,3	16,97,6	Bengal and North Western.
53,7	55,2	3,82,3	23,3	48,7	1,10,0	2	8,6	54,1	Bikaner State.
39,5	84,6	*	149,8	261,2	*	326,2	434,1	*	Bombay, Baroda and Central India.
39,1	73,9	*	16,0	20,1	*	5,8	70,0	*	Eastern Bengal.
7,0	27,2	1,63,7	140,5	146,0	5,35,4	59,8	72,2	4,04,0	Jodhpur.
12,1	22,3	*	199,9	215,6	*	10,2	59,0	*	Madras and Southern Mahratta.
21,8	23,6	1,13,3	17,8	47,7	1,16,6	6	16,6	82,0	Mysore State.
9	2,3	*	6	7,8	*	6	24,8	*	Nizam's State.
11,1	13,0	48,0	37,4	38,3	90,0	7	30,3	2,09,6	Rohilkund and Kumaon.
12,6	20,4	*	120,5	121,0	*	155,1	156,3	*	South Indian.
401,8	522,7		892,2	1,096,9		628,6	1,116,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
8	9	*	4,4	4,9	*	8	19,6	*	Bengal Nagpur.
3,4	5,0	*	1,8	10,1	*	...	3,3	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
1	2	*	2,6	3,3	*	..	3,5	*	Great Indian Peninsula.
3	3	††	2	2	††	1	1	††	Mysore State.
1,9	3,4	*	20,7	21,1	*	1,7	3,6	*	North Western.
1,0	1,1	*	..	..	*	..	2,0	*	South Indian.§
7,5	10,9		29,7	39,6		2,6	32,1		Total.
809,9	1,066,9	76,31,8	3,072,6	3,741,3	1,29,20,9	1,520,0	2,574,0	2,36,59,3	Total, 1941-42.
584,6	771,7	55,49,5	2,722,1	3,211,8	1,02,51,8	1,476,0	2,431,5	2,24,72,6	Total, 1940-41.
225,3	295,2	20,82,3	350,5	529,5	26,69,1	44,0	142,5	11,86,7	Increase.
..	..	..	..	..	..	..	..	..	Decrease

29.—Statement of Principal Commodities carried by Class I

II.—Heavy Mer-

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	15,9	82,4	10,04,4	174,6	194,3	11,87,1	3,891,9	4,051,0	1,31,60,0
Bombay, Baroda and Central India	11,7	65,9	43,79,2	95,7	199,7	15,55,0	..	27,0	1,75,9
Eastern Bengal	26,1	35,4	6,88,2	35,2	106,4	10,04,9	..	..	..
East Indian	273,0	471,1	33,60,1	230,6	373,9	20,57,4	5	26,0	1,32,1
Great Indian Peninsula	67,4	180,7	32,79,9	229,2	349,5	22,58,4	17,3	313,4	29,11,8
Madras and Southern Mahratta	15,6	75,6	9,41,6	16,4	100,0	12,13,7	23,6	31,3	2,72,8
Nizam's State	1,6	7,6	3,22,0	37,8	46,2	5,92,2	2	9	7,3
North Western	155,7	330,0	57,91,4	247,7	290,2	17,76,2	1	44,9	7,47,3
South Indian	9,7	54,9	6,24,4	139,5	142,3	16,69,6	..	..	..
Total	576,7	1,302,7		1,206,7	1,802,5		3,933,6	4,494,5	
3′ 3½″ Gauge.									
Assam Bengal	6,4	28,5	1,82,5	28,2	46,3	2,70,5	..	..	..
Bengal and North Western	484,1	491,8	43,99,1	112,7	122,9	6,15,2	†	†	†
Bikaner State	1,0	11,5	1,18,1	9	8,5	50,9	..	..	..
Bombay, Baroda and Central India	17,6	218,6	*	12,0	109,1	*	..	..	..
Eastern Bengal	9,4	61,1	*	60,1	89,1	*	..	..	..
Jodhpur	3,7	42,0	4,05,2	1,2	7,8	44,3	..	..	7
Madras and Southern Mahratta	16,9	26,8	*	39,4	52,7	*	11,6	12,2	*
Mysore State	21,6	22,2	1,57,2	23,6	24,7	2,26,2	3,4	3,7	12,3
Nizam's State	19,6	22,9	*	5,5	13,5	*	..	4	*
Rohilkund and Kumaon	122,7	123,4	7,70,4	150,2	150,9	6,45,6	..	..	..
South Indian	27,3	35,0	*	46,7	55,0	*	..	..	..
Total	730,3	1,083,8		480,5	680,5		15,0	16,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	6	4,9	*	94,5	96,6	*	152,9	152,9	*
Bombay, Baroda and Central India	3	3,3	*	50,4	53,5	*	26,9	26,9	*
Eastern Bengal	..	..	*	..	1	*	..	..	..
Great Indian Peninsula	1	2,0	*	3,4	4,7	*	..	..	*
Mysore State	4	4	††	8,7	8,8	††	..	..	††
North Western	3	7,6	*	8,5	10,4	*	44,4	44,4	*
South Indian§	..	..	*	1	4	*	..	..	..
Total	1,7	18,2		165,6	174,5		224,2	224,2	
Total, 1941-42	1,308,7	2,404,7	2,64,23,7	1,852,8	2,657,5	1,51,67,2	4,172,8	4,735,0	1,74,20,2
Total, 1940-41	1,099,8	1,899,3	2,07,74,5	1,634,7	2,275,5	1,23,63,5	4,048,5	4,378,9	1,51,96,9
Increase	208,9	505,4	56,49,2	218,1	382,0	28,03,7	124,3	356,1	22,23,3
Decrease	..	..	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded.

†† Shown under 3′ 3½″ Gauge.

§Closed for traffic from the 31st October 1941.

Railways and the earnings therefrom for the year 1941-42. (In hundreds)—cont 1.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
97,9	152,5	16,96,0	1,1	22,7	5,83,6	5,2	7,3	2,18,9	Bengal Nagpur.
114 5	203,8	32,99,1	168,1	291,7	79,66,2	7,6	7,6	4,04,5	Bombay, Baroda and Central India.
9,5	26,5	4,36,7	1,5	4,1	28,9	33,4	46,1	7,99,3	Eastern Bengal.
290,3	476,0	55,94,8	14,3	77,4	18,54,5	..	25,1	11,71,4	East Indian.
279,8	620,2	92,30,6	135,8	240,4	72,52,0	31,7	34,8	10,90,0	Great Indian Peninsula.
129,7	243,0	64,33,0	21,6	61,3	18,11,7	30,7	30,9	10,03,9	Madras and Southern Mahratta.
87,7	138,1	19,73,5	3,1	20,9	11,58,5	..	9,3	2,88,5	Nizam's State.
428,6	460,3	50,56,6	292,3	306,7	1,02,39,0	56,1	59,8	26,31,6	North Western.
47,5	88,1	23,07,7	22,4	38,9	9,85,9	9,3	9,9	4,17,2	South Indian.
1,485,5	2,408,5		660,2	1,064,1		174,0	230,8		Total.
									3′ 3½″ Gauge.
12,9	16,1	81,4	1,7	1,8	10,1	36,9	36,9	6,53,9	Assam Bengal.
154,4	163,2	9,71,2	†	†	†	1	11,6	4,48,8	Bengal and North Western.
11,1	45,3	2,06,8	1,6	2,7	34,2	..	..	..	Bikaner State.
95,0	252,9	*	40,7	134,6	*	1,2	7,1	*	Bombay, Baroda and Central India.
40,3	47,8	*	1	4	*	..	25,8	*	Eastern Bengal.
109,5	120,0	11,49,1	55,8	75,0	11,47,9	..	3,6	1,85,9	Jodhpur.
267,1	313,2	*	41,3	52,6	*	8,2	8,2	*	Madras and Southern Mahratta.
35,2	36,4	1,76,5	3,0	13,0	1,29,0	2,6	2,6	48,7	Mysore State.
132,5	140,9	*	42,3	43,4	*	4	5	*	Nizam's State.
26,1	26,3	1,12,9	..	2,3	6,8	..	2,4	35,2	Rohilkund and Kumaon.
133,9	189,7	*	31,9	51,4	*	8,8	8,8	*	South Indian.
1,018,0	1,351,8		218,4	377,2		58,2	107,5		Total.
									2′ 6″ and 2′ 0″ Gauges.
19,1	20,1	*	6	8	*	..	1,3	*	Bengal Nagpur.
16,8	19,7	*	20,3	22,5	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
14,9	15,3	*	18,5	18,5	*	..	..	*	Great Indian Peninsula.
9	9	††	..	..	††	..	..	††	Mysore State.
1,2	2,4	*	..	..	*	1	1,0	*	North Western.
1,7	1,7	*	..	..	*	..	..	*	South Indian.§
54,6	60,1		39,4	41,8		1	2,3		Total.
2,558,1	3,820,4	3,87,25,9	918,0	1,483,1	3,31,87,7	232,3	340,6	93,97,8	Total, 1941-42.
2,268,6	3,436,1	3,38,29,8	927,8	1,396,0	3,29,80,2	269,7	386,0	1,06,31,6	Total, 1940-41.
289,5	384,3	48,96,1	..	87,1	2,07,5	..	..	..	Increase.
..	..	..	9,8	..	..	37,4	45,4	12,33,8	Decrease.

29.—Statement of Principal Commodities carried by Class I

Railway.	II—Heavy Merchandise—*concld.*								
	(15) Kerosine oil (in bulk).			(16) Cement.			(17) Total heavy merchandise. (Item 1 to 16).		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	23,7	28,0	6,47,2	2,7	75,8	7,79,2	5,084,2	5,672,2	2,82,70,4
Bombay, Baroda and Central India	7,4	9,3	1,90,2	230,2	233,1	29,25,5	1,516,2	2,276,7	4,14,87,8
Eastern Bengal	62,8	68,2	11,28,9	6,5	57,8	5,80,3	502,2	854,1	93,82,0
East Indian	6,1	60,8	11,46,4	437,4	605,3	53,97,6	2,991,3	4,796,7	4,07,46,5
Great Indian Peninsula	28,8	30,1	7,31,5	444,5	470,2	34,37,7	2,271,7	4,049,4	4,93,92,6
Madras and Southern Mahratta	46,4	46,4	9,06,6	57,8	100,3	11,25,4	809,1	1,460,1	2,35,06,9
Nizam's State	..	3,8	66,6	1,9	27,4	2,28,3	367,3	754,7	89,25,3
North Western	14,8	14,9	4,53,2	361,8	320,9	26,98,5	4,308,0	4,863,3	5,49,19,9
South Indian	19,0	22,8	6,63,5	116,7	117,4	18,14,5	501,4	959,3	1,70,64,8
Total	209,9	284,3		1,599,5	2,008,2		18,351,4	25,686,5	
3′ 3½″ Gauge.									
Assam Bengal	67,9	68,0	8,73,2	6,6	23,9	1,67,3	646,8	760,1	53,24,6
Bengal and North Western	1,5	63,5	7,74,9	2,9	29,8	1,76,6	1,376,7	1,823,3	1,36,37,5
Bikaner State	..	..	..	¶	¶	¶	202,9	324,1	20,06,8
Bombay, Baroda and Central India	2	4,3	*	28,4	104,2	*	1,043,1	2,182,9	*
Eastern Bengal	4	62,5	*	3,9	37,8	*	391,8	814,8	*
Jodhpur	..	1,1	30,9	5	7,3	55,5	524,4	744,4	57,93,6
Madras and Southern Mahratta	19,1	19,9	*	6,5	20,2	*	900,2	1,260,9	*
Mysore State	2,8	3,9	32,8	17,8	29,8	1,21,9	267,1	385,7	18,39,4
Nizam's State	..	1,2	*	3	7,8	*	286,1	402,8	*
Rohilkund and Kumaon	..	1,1	5,5	1,2	18,9	86,3	422,8	499,3	24,04,4
South Indian	29,9	30,6	*	59,8	108,8	*	1,201,0	1,396,2	*
Total	121,8	256 1		127,9	388,5		7,262,9	10,594,5	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..	3,4	*	3	4,1	*	330,5	386,4	*
Bombay, Baroda and Central India	..	..	*	1	4,0	*	127,8	171,4	*
Eastern Bengal	..	1	*	..	..	*	1	4	*
Great Indian Peninsula	..	..	*	2	9	*	46,0	60,9	*
Mysore State	..	..	††	3	5	††	15,0	15,7	††
North Western	..	..	*	1,5	11,6	*	118,8	166,4	*
South Indian §	..	1	*	1	2	*	9,7	12,4	*
Total	..	3,6	..	2,5	21,3		647,9	813,6	
Total, 1941-42	331,7	544,0	76,51,4	1,729,9	2,418,0	1,95,94,6	26,262,2	37,094,6	30,47,02,5
Total, 1940-41	361,4	592,2	83,07,2	1,509,1	2,053,9	1,71,27,0	(a) 24,130,4	(a) 33,348,9	(a)27,75,51,8
Increase	..	..	..	220,8	364,1	24,67,6	2,131,8	3,745,7	2,71,50,7
Decrease	29,7	48,2	6,55,8	..	..	..	..	..	..

*Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Not recorded. †† Shown under 3′ 3½″ Gauge.

§ Closed for traffic from the 31st October 1941.

¶ Included under columns 122, 123 and 124.

(a) Figures revised due to deletion of 'Molasses' (in bulk) from commodities under heavy merchandise. This is now merged in Gur, Jagree, molasses under light merchandise.

Railways and the earnings therefrom for the year 1941-42. (*In hundreds*)—contd.

III. Light Merchandise.									
(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Railway.
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" Gauge.
1	2	3,4	27,4	113,1	24,94,1	72,2	84,4	3,72,3	Bengal-Nagpur.
6,8	7,6	1,97,7	125,8	148,9	99,74,6	170,1	179,4	12,06,7	Bombay, Baroda and Central India.
4	3,3	35,6	23,1	32,7	7,50,0	23,6	31,1	2,27,1	Eastern Bengal.
2,9	6,6	1,99,7	90,5	120,2	27,40,9	170,8	223,3	10,26,1	East Indian.
3,8	5,7	1,05,4	125,7	194,6	53,88,4	167,0	217,3	13,19,4	Great Indian Peninsula.
2,7	4,7	2,54,5	31,1	100,0	24,22,0	47,0	130,4	10,78,3	Madras and Southern Mahratta.
9	9	36,5	6,4	20,9	5,34,8	3,9	8,6	79,5	Nizam's State.
45,1	47,9	5,33,9	83,9	123,2	28,86,9	212,5	260,7	14,66,5	North Western.
6,9	11,5	2,96,9	53,7	65,2	21,56,6	13,9	16,0	1,93,7	South Indian.
69,6	88,4		547,6	918,8		881,9	1,151,2		Total.
									3' 3-3/8" Gauge.
6,1	6,2	66,3	3,1	9,9	1,31,3	1,2	2,4	14,0	Assam-Bengal.
†	†	†	32,6	53,7	9,84,6	47,1	51,6	2,13,0	Bengal and North Western.
7	1,0	16,3	2	2,8	38,7	13,1	13,3	1,68 0	Bikaner State.
4,7	7,5	*	94,2	136,5	*	24,1	39,3	*	Bombay, Baroda and Central India.
6	1,4	*	2,4	20,8	*	17,6	26,5	*	Eastern Bengal.
31,8	32,4	1,91,2	4,2	17,8	3,57,2	12,6	15,4	93,2	Jodhpur.
13,0	13,8	*	18,5	36,3	*	57,5	99,6	*	Madras and Southern Mahratta.
8	1,4	14,9	8,0	13,6	1,42,8	9,9	12,9	46,5	Mysore State.
1,4	1,4	*	6,1	9,2	*	2,3	2,8	*	Nizam's State.
1	3	2,8	3,6	11,3	95,2	5,1	6,2	25,8	Rohilkund and Kumaon.
15,5	16,4	*	71,8	83,7	*	9,7	11,5	*	South Indian.
74,7	81,8		244,7	395,6		200,2	281,5		Total.
									2' 6" and 2' 0" Gauges.
1	1	*	2,5	6,7	*	6,5	7,3	*	Bengal-Nagpur.
1,6	1,7	*	1	9	*	3,8	3,9	*	Bombay, Baroda and Central India.
..	..	*	..	1	*	..	..	*	Eastern Bengal.
..	..	*	1,4	1,8	*	2,0	13,2	*	Great Indian Peninsula.
..	..	††	2	3	††	1	1	††	Mysore State.
2,7	2,7	*	..	2,4	*	2,2	4,6	*	North Western.
2	2	*	..	1	*	1	1	*	South Indian. (§)
4,6	4,7		4,2	12,4		14,7	29,2		Total.
148,9	174,9	19,55,1	796,5	1,326,8	3,01,98,1	1,095,9	1,461,9	74,70,1	Total, 1941-42.
170,7	198,5	20,41,2	833,6	1,406,2	3,25,41,9	1,021,6	1,405,8	70,42,9	Total, 1940-41.
..	..	..	..	..	..	74,3	56,1	4,27,2	Increase.
21,8	23,6	86,1	37,1	79,4	23,43,8	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway	(4) Fruits and vegetables, fresh.			(5) Gur, Jaggree, Molasses, etc.			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	29,2	59,2	7,04,1	6,4	20,1	3,26,1	26,4	44,5	4,44,1
Bombay, Baroda and Central India	32,6	60,7	14,99,4	8,2	175,1	32,47,0	..	..	..
Eastern Bengal	157,3	180,5	8,24,9	16,1	30,0	5,53,6	267,9	599,4	95,61,2
East Indian	779,4	818,8	21,33,0	190,7	216,8	17,26,2	29,9	75,1	5,35,0
Great Indian Peninsula	63,0	101,4	12,31,2	52,3	127,3	14,67,1	1	1,1	23,6
Madras and Southern Mahratta	59,1	113,5	15,35,5	45,4	59,4	10,70,7	..	..	..
Nizam's State	1,6	6,7	2,33,1	5	4,0	1,09,6	..		9
North Western	314,2	366,0	25,29,3	236,8	282,3	30,49,5	.1	1,3	32,4
South Indian	69,7	82,7	15,91,2	12,7	15,5	5,50,7	..	..	6
Total	1,506,1	1,789,5		569,1	830,5		324,4	721,5	
3′ 3-3/8″ Gauge.									
Assam-Bengal	23,5	30,5	2,31,9	8,4	17,6	1,13,9	131,3	139,6	9,06,1
Bengal and North Western	847,8	865,6	12,66,5	107,7	128,7	7,87,4	29,2	45,8	4,39,4
Bikaner State	1,3	6,3	44,3	2,6	10,3	89,6	..	..	..
Bombay, Baroda and Central India	104,2	136,8	*	10,8	175,4	*	..	..	..
Eastern Bengal	50,4	80,1	*	5,4	50,1	*	436,9	472,1	*
Jodhpur	13,4	24,4	1,39,0	2,8	18,7	1,67,1	..	..	2
Madras and Southern Mahratta	27,6	40,6	*	62,1	78,6	*	§	§	§
Mysore State	119,5	124,3	2,21,9	10,3	10,7	53,5	..	..	..
Nizam's State	104,5	106,5	*	4,1	7,8	*	..	..	*
Rohilkund and Kumaon	342,5	351,1	4,05,8	76,4	77,0	4,84,6	..	..	..
South Indian	144,2	161,4	*	35,1	41,4	*	..	..	..
Total	1,778,9	1,927,6		325,7	616,3		597,4	657,5	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	1,2	2,7	*	7	2,8	*	..	..	*
Bombay, Baroda and Central India	2,7	3,6	*	3	3,2	*	..	..	..
Eastern Bengal	..	1	*	..	..	*	..	..	*
Great Indian Peninsula	2	3	*	13,1	17,1	*	..	..	*
Mysore State	9,8	10,3	†	1,9	1,9	†	..	..	..
North Western	22,0	22,8	*	2,3	5,6	*	..	..	*
South Indian (a)	4	4	*	..	..	*	..	..	*
Total	36,3	40,2		18,3	30,6		..	..	
Total, 1941-42	3,321,3	3,757,3	1,45,91,1	913,1	1,477,4	1,37,96,6	921,8	1,379,0	1,19,43,5
Total, 1940-41	3,810,5	4,250,3	1,55,44,8	(b) 1,014,0	(b) 1,638,8	(b) 1,59,11,2	948,3	1,389,0	1,16,03,8
Increase	..	..	..	..	..	..	..	..	3,39,7
Decrease	489,2	493,0	9,53,7	100,9	161,4	21,14,6	26,5	10,0	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

§ Included under "Other Commodities."

† Shown under 3′ 3⅜″ Gauge.

(*a*) Closed for traffice from the 31st October 1941.

(*b*) Figures revised due to the addition of 'Molasses' (in bulk) which has been dropped from heavy merchandise.

Railways and the earnings therefrom for the year 1941-42. (In hundreds)—contd.

Merchandise—*contd.*

(7) Jute manufactured (c).			(8) Iron and Steel, wrought.			(9) Kerosene oil in tins.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
94	95	96	97	98	99	100	101	102	103
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
* 81,2	90,2	10,64,3	583,5	622,1	58,75,9	8,3	20,9	3,76,6	Bengal-Nagpur.
13,0	20,5	6,75,7	46,6	63,7	20,99,3	34,7	36,4	8,69,9	Bombay, Baroda and Central India.
..	..	..	41,2	127,9	7,96,4	72,9	73,2	7,31,6	Eastern Bengal.
6,8	7,6	1,93,8	431,8	648,7	80,74,4	12,5	49,0	9,17,6	East Indian.
23,2	74,6	9,29,5	91,2	230,0	40,23,5	43,6	44,4	11,47,7	Great Indian Peninsula.
13,2	41,8	6,73,0	39,8	117,7	20,75,6	27,5	27,5	6,14,9	Madras and Southern Mahratta.
2,0	10,9	1,56,0	8,5	18,4	3,16,9	3	4,2	1,06,3	Nizam's State.
48,4	85,2	11,87,4	101,4	165,3	33,47,9	50,4	50,4	16,51,6	North Western.
7,2	11,2	3,38,4	10,3	31,6	8,96,9	8,8	10,7	2,68,4	South Indian.
195,0	342,0		1,354,3	2,025,4		259,0	316,7		Total.
									3′ 3-3/8″ Gauge.
3,6	4,3	44,3	8,9	17,0	2,05,8	72,9	73,3	8,43,8	Assam-Bengal.
22,2	39,9	5,20,5	23,0	38,7	4,19,1	9,7	23,1	2,26,6	Bengal and North Western.
..	..	..	9	2,4	21,4	2	2,1	17,6	Bikaner State.
12,9	32,7	*	17,6	46,5	*	9	18,5	*	Bombay, Baroda and Central India.
..	..	..	7,5	23,9	*	4,9	36,0	*	Eastern Bengal.
3,3	12,5	1,11,9	3,1	11,6	1,74,1	2	8,9	2,14,4	Jodhpur.
7,6	17,3	*	12,9	38,0	*	18,4	23,9	*	Madras and Southern Mahratta.
2,4	5,6	37,1	26,7	29,6	1,35,7	3,3	7,9	49,7	Mysore State.
1,5	5,1	*	3,2	8,1	*	3	3,9	*	Nizam's State.
4	1,5	10,6	3,6	6,7	43,0	1,4	3,3	17,0	Rohilkund and Kumaon.
16,6	24,0	*	32,6	43,9	*	14,4	16,0	*	South Indian.
70,5	142,9		140,0	266,4		125,6	216,9		Total.
									2′ 6″ and 2′ 0″ Gauges.
9	2,3	*	2,2	4,3	*	1,0	3,3	*	Bengal-Nagpur.
5	1,2	*	6	1,4	*	1	2,7	*	Bombay, Baroda and Central India.
..	..	..	..	..	*	..	..	*	Eastern Bengal.
1	6	*	1,4	2,2	*	1,9	4,0	*	Great Indian Peninsula.
2	3	†	1	1	†	4	4	†	Mysore State.
3	1,2	*	1,3	3,1	*	1	2,1	*	North Western.
..	1	*	..	..	*	..	3	*	South Indian. (a)
2,0	5,7		5,6	11,1		3,5	12,8		Total.
267,5	490,6	59,42,5	1,499,9	2,302,9	2,34,98,9	388,1	546,4	86,48,2	Total, 1941-42.
..	..	..	1,643,0	2,516,8	3,22,12,2	401,5	572,4	87,73,4	Total, 1940-41.
267,5	490,6	59,42,5	..	..	..	..	..	..	Increase.
..	..	..	143,1	213,9	37,13,3	13,4	26,0	7,25,2	Decrease.

(c) This head has been newly introduced in 1941-42. Separate figures for 1940-41 are not available.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	(10) Petrol in tins.			(11) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
104	105	106	107	108	109	110
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,8	2,9	59,9	18,4	41,3	10,26,3
Bombay, Baroda and Central India	4,0	4,1	1,37,6	48,3	54,1	15,56,1
Eastern Bengal	2,1	2,2	60,0	14,5	27,5	8,44,5
East Indian	3,3	3,7	56,1	29,8	57,2	12,74,6
Great Indian Peninsula	2,5	2,9	54,9	10,3	52,7	14,77,5
Madras and Southern Mahratta	2,8	3,0	91,4	61,4	77,7	17,72,0
Nizam's State	5	6	20,9	2,5	11,9	3,63,9
North Western	7,8	7,8	1,30,5	34,9	41,5	9,31,3
South Indian	1,3	1,4	47,7	13,2	18,2	5,11,6
Total	27,1	28,6		233,3	382,1	
3′ 3-3/8″ Gauge						
Assam Bengal	3,0	5,0	79,7	2,7	13,9	1,82,1
Bengal and North Western	8	8	9,7	36,7	40,8	6,97,0
Bikaner State	¶	¶	¶	2	1,4	15,1
Bombay, Baroda and Central India	2,8	4,1	*	9,4	26,9	*
Eastern Bengal	1,0	1,9	*	29,6	36,3	*
Jodhpur	6	1,1	26,6	7	5,4	96,8
Madras and Southern Mahratta	2,4	2,5	*	22,5	30,0	*
Mysore State	6	7	6,7	3,3	7,9	33,0
Nizam's State	2	5	*	2,9	5,0	*
Rohilkund and Kumaon	3	3	7,3	2,2	3,9	40,8
South Indian	1,5	1,5	*	10,8	16,6	*
Total	18,2	18,4		121,0	188,1	
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	7	9	*	1,7	4,7	*
Bombay, Baroda and Central India	..	2	*	4	6	*
Eastern Bengal	..	..	*	..	4	*
Great Indian Peninsula	..	1	*	..	7	*
Mysore State	..	..	††	1	9	††
North Western	2	4	*	1	1,2	*
South Indian §	..	..	*	..	2	*
Total	9	1,6		2,3	8,7	
Total, 1941-42	41,2	48,6	7,89,0	356,6	578,9	1,08,72,6
Total, 1940-41	51,7	65,7	10,34,3	358,7	590,2	1,08,13,7
Increase	..	..	..	..	..	58,9
Decrease	10,5	17,1	2,45,3	2,1	11,3	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

†† Shown under 3′ 3⅜″ gauge.

§ Closed for traffic from the 31st October 1941.

¶ Included under columns 100, 101 and 102.

Railways and the earnings therefrom for the year 1941-1942. (*In hundreds*)—contd.

Merchandise—*concld.*

(12) Provisions.			(13) Vegetable oils. †			(14) Total light merchandise. (Items 1 to 13.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
111	112	113	114	115	116	117	118	119	120
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" Gauge.
95,7	153,4	28,86,9	31,2	52,9	9,00,6	982,8	1,304,3	1,65,34,6	Bengal-Nagpur.
85,1	137,5	37,29,0	45,8	55,4	13,26,0	621,0	843,4	2,56,18,0	Bombay, Baroda and Central India.
49,7	119,8	43,01,6	..	..	..	668,8	1,227,6	1,86,86,5	Eastern Bengal.
91,7	156,5	39,00,4	64,5	81,3	16,31,3	1,904,6	2,465,3	2,44,09,1	East Indian.
98,7	216,8	44,80,8	83,6	140,0	30,66,5	765,0	1,408,8	2,47,15,5	Great Indian Peninsula.
77,1	164,5	33,35,5	20,5	69,8	11,95,2	427,6	910,0	1,61,18,6	Madras and Southern Mahratta.
16,2	39,1	7,24,0	21,7	37,1	5,56,4	65,0	163,4	32,27,3	Nizam's State.
124,9	154,5	44,66,1	50,4	76,6	12,02,8	1,290,8	1,662,1	2,34,16,1	North Western.
121,9	152,7	36,62,5	41,5	44,2	7,42,1	361,1	460,9	1,12,57,3	South Indian.
761,0	1,294,8		359,2	556,3		7,086,7	10,445,8		Total.
									3' 3-3/8" Gauge.
96,0	118,7	23,96,3	9,4	15,9	1,31,7	369,2	454,3	53,47,2	Assam-Bengal.
68,8	84,7	10,72,4	4,1	9,2	1,47,9	1,229,7	1,382,6	67,84,1	Bengal and North Western.
9	3,2	32,3	..	..	..	20,1	42,8	3,83,3	Bikaner State.
31,7	87,6	*	13,3	28,7	*	326,6	740,5	*	Bombay, Baroda and Central India.
77,2	131,1	*	..	..	..	633,4	880,2	*	Eastern Bengal.
3,1	20,0	2,59,3	2,0	6,1	76,8	77,8	174,3	19,07,8	Jodhpur.
46,9	104,9	*	27,3	42,6	*	316,7	528,1	*	Madras and Southern Mahratta.
51,2	64,1	4,43,8	5,9	9,7	42,2	241,9	288,4	12,77,8	Mysore State.
5,9	14,9	*	18,6	20,8	*	151,0	186,0	*	Nizam's State.
5,3	9,8	81,1	5	6	7,8	441,4	472,2	12,21,3	Rohilkund and Kumaon.
105,3	134,6	*	24,1	27,3	*	481,6	578,3	*	South Indian.
492,3	773,6		105,2	161,1		4,289,4	5,727,7		Total.
									2' 6" and 2' 0" Gauges.
7,8	16,4	*	1,2	3,6	*	26,5	55,1	*	Bengal-Nagpur.
6,9	10,0	*	2,6	3,3	*	19,6	32,7	*	Bombay, Baroda and Central India.
2,0	2,0	*	..	..	..	2,6	2,6	*	Eastern Bengal.
5	3,2	*	9	1,2	*	21,5	44,5	*	Great Indian Peninsula.
3,7	4,0	††	..	..	††	16,5	18,3	††	Mysore State.
7,3	9,7	*	3	1,7	*	38,8	57,5	*	North Western.
3,7	4,2	*	5	6	*	4,9	6,2	*	South Indian. §
31,9	49,5		5,5	10.4		129,8	216,9		Total.
1,285,2	2,117,9	3,57,72,0	469,9	727,8	1,10,27,3	11,505,9	16,390,4	18,99,05,0	Total, 1941-42.
1,428,9	2,306,1	3,81,27,0	..	..	..	(a) 11,682,5	(a)16,339,8	(a)17,58,46,4	Total, 1940-41.
..	..	..	469,9	727,8	1,10,27,3	..	50,6	52,58,6	Increase.
143,7	188,2	23,55,0	..	..	..	176,6	..	..	Decrease.

† This head was newly introduced from 1941-42. Separate figures for 1940-41 are not available.

(a) Figures revised due to the addition of 'molasses' (in bulk)' to and the deletion of 'manures' from light merchandise.

29.—Statement of Principal Commodities carried by Class I

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
121	122	123	124	125	126	127	128	129	130
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,137,7	2,381,5	1,35,36,4	8,204,7	9,358,0	6,33,41,4	504,8	583,7	43,07,9
Bombay, Baroda and Central India	814,4	1,017,6	1,74,86,7	2,951,6	4,137,7	8,45,92,5	27,2	47,1	14,47,4
Eastern Bengal	287,4	505,0	56,23,3	1,458,4	2,586,7	3,36,91,8	121,1	315,2	4,98,4
East Indian	2,095,3	2.656,6	3,21,07,9	6,991,2	9,918,6	9,72,63,5	525,1	687,1	65,76,7
Great Indian Peninsula	1,387,1	1,900,3	2,41,08,5	4,423,8	7,358,5	9,82,16,6	610,9	1,095,6	1,49,02,9
Madras and Southern Mahratta	380,1	781,8	1,05,92,7	1,616,8	3,151,9	5,02,18,2	36,6	94,2	10,77,7
Nizam's State	82,8	188,3	25,55,8	515,1	1,06,4	1,47,08,4	9,9	52,8	3,61,5
North Western	1,036,2	1,310,1	2,16,17,1	6,635,0	7,835,5	9,99,53,1	1,574,1	1,995,8	1,17,37,7
South Indian	358,5	466,9	77,09,2	1,221,0	1,887,1	3,60,31,3	41,8	56,1	7,13,8
Total	8,579,5	11,208,1		34,017,6	47,340,4		3,451,5	4,927,6	
3′ 3-3/8″ Gauge.									
Assam-Bengal	102,0	156,1	12,43,5	1,118,0	1,370,5	1,19,15,3	24,6	28,9	1,84,9
Bengal and North Western	137,6	276,0	28,30,9	2,744,0	3,481,9	2,32,52,5	80,3	83,2	3,39,2
Bikaner State	31,1	46,0	5,13,6	254,1	412,9	29,03,7	..	3	1,5
Bombay, Baroda and Central India	281,6	574,5	*	1,651,3	3,497,9	*	32,5	104,1	*
Eastern Bengal	114,3	200,5	*	1,139,5	1,895,5	*	10,6	28,3	*
Jodhpur	76,7	124,0	13,41,7	678,9	1,042,7	90,43,1	3,2	46,1	5,01,0
Madras and Southern Mahratta	129,9	222,7	*	1,346,8	2,011,7	*	15,4	38,4	*
Mysore State	100,0	172,2	18,00,5	609,0	846,3	49,17,7	12,9	28,1	67,1
Nizam's State	60,0	88,4	*	497,1	677,2	*	8	10,4	*
Rohilkund and Kumaon	64,1	87,3	5,88,0	928,3	1,058,8	42,24,2	120,6	121,1	3,09,5
South Indian	235,3	381,5	*	1,917,9	2,356,0	*	11,9	24,9	
Total	1,332,6	2,329,2		12,884,9	18,651,4		312,8	513,8	
3′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	90,0	101,4	*	447,0	542,9	*	33,9	37,4	*
Bombay, Baroda and Central India	29,8	36,3	*	177,2	240,4	*	5	5	*
Eastern Bengal	1	4	*	2,2	3,4	*	..	..	*
Great Indian Peninsula	3,0	6,4	*	70,5	111,2	*	3,5	3,5	*
Mysore State	6,3	7,3	†	37,8	42,3	†	7	7	†
North Western	58,3	93,7	*	215,9	317,6	*	34,7	137,1	*
South Indian§	8	2,1	*	15,4	20,7	*	..	..	*
Total	188,3	247,6		966,0	1,278,1		73,3	179,2	
Total, 1941-42	10,100,4	13,784,9	14,88,65,8	47,868,5	67,269,9	63,42,73,3	3,837,6	5,620,6	4,30,27,2
Total, 1940-41	(a) 9 726,3	(a)13,280,3	(a)13,69,19,6	45,539,2	62,969,0	59,61 17,8	1,477,6	2,183,8	1,52,56,9
Increase	374,1	504,6	1,17,46,2	2,329,3	4,300,9	4,41,55,5	2,360,0	3,436,8	2,77,71,2
Decrease	..	..	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′ 3⅜″ gauge.

§ Closed for traffic from the 31st October 1941.

(a) Figures revised due to the addition of manures which has been dropped from light merchandise.

Railways and the earnings therefrom for the year 1941-42. (In hundreds)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX.—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
131	132	133	134	135	136	137	138	139	140
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5' 6" Gauge.
8,9	10,4	1,11,1	158,0	185,6	7,71,5	1,256,0	1,256,0	32,47,3	Bengal-Nagpur.
32,8	48,0	24,39,5	130,0	133,8	2,11,8	15,7	449,9	16,30,0	Bombay, Baroda and Central India.
4,0	4,1	90,2	143,4	148,3	2,28,9	7,1	338,8	9,57,8	Eastern Bengal.
30,4	39,8	16,59,8	677,7	687,5	8,55,7	1,844,3	1,844,3	59,56,0	East Indian.
18,7	20,8	4,46,1	246,7	303,6	8,36,0	877,6	1,419,7	39,81,1	Great Indian Peninsula.
13,3	14,2	2,58,9	34,9	69,9	2,39,3	11,9	618,8	33,52,2	Madras and Southern Mahratta.
4	6	29,3	34,9	43,5	1,01,5	266,8	266,8	4,05,8	Nizam's State.
37,9	37,9	6,67,5	508,1	508,2	6,38,7	43,9	1,362,5	58,09,9	North Western.
1,4	1,8	69,8	113,6	113,9	53,5	5,0	119,4	6,78,0	South Indian.
147,8	177,6		2,047,3	2,184,3		4,328,3	7,616,2		Total.
									3' 3-3/8" Gauge.
1,3	1,4	28,2	37,7	41,8	47,0	14,3	94,6	2,17,9	Assam-Bengal.
6,7	9,5	1,37,1	107,8	139,3	1,35,2	43,0	260,6	4,73,1	Bengal and North Western.
3	5	13,7	1,4	1,5	2,1	..	28,7	42,8	Bikaner State.
21,1	26,1	*	72,8	83,1	*	11,5	240,1	*	Bombay, Baroda and Central India.
8	3,5	*	20,6	25,7	*	13,6	171,8	*	Eastern Bengal.
1,6	1,7	27,8	27,6	32,9	25,1	6,4	73,3	1,96,3	Jodhpur.
2,3	2,9	*	4,1	14,6	*	204,3	204,3	*	Madras and Southern Mahratta.
2,0	3,2	29,8	14,4	14,8	23,0	9	69,2	90,8	Mysore State.
1,1	1,1	*	43,7	44,9	*	7	41,3	*	Nizam's State.
3	4	4,8	54,6	57,1	1,76,8	51,4	51,4	24,5	Rohilkund and Kumaon.
1,6	1,7	*	82,0	82,7	*	19,1	154,4	*	South Indian.
39,1	52,0		466,7	536,4		364,6	1,390,2		Total.
									3' 6" and 2' 0" Gauges.
..	..	*	24,7	24,7	*	65,1	69,0	*	Bengal-Nagpur.
1	1	*	7	8	*	1,3	1,5	*	Bombay, Baroda and Central India.
..	..	*	8	8	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
..	..	†	5	5	†	1	3	†	Mysore State.
..	3	*	2,9	4,9	*	10,9	10,9	*	North Western.
..	..	*	6	6	*	..	..	*	South Indian. §
1	4		30,2	32,3		77,4	82,2		Total.
187,0	230,0	60,13,6	2,544,2	2,755,0	43,51,1	4,770,3	9,088,6	2,70,63,6	Total, 1941-42.
184,3	228,7	58,39,0	3,432,9	3,700,3	47,02,0	4,534,0	8,621,6	2,49,73,5	Total, 1940-41.
2,7	1,3	1,74,6	..	..	..	236,3	467,0	20,90,1	Increase.
..	..	..	888,7	945,3	3,50,9	..	..	..	Decrease.

29.—*Statement of Principal Commodities carried by Class I Railways and the earnings therefrom for the year 1941-42. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
141	142	143	144	145	146	147	148	149	150
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	476,4	495,0	4,21,0	1,732,4	1,751,0	36,68,3	18,760,9	20,791,6	††10,30,69,2
Bombay, Baroda and Central India	463,3	476,1	3,31,4	479,0	926,0	19,61,4	3,804,8	6,651,3	9,85,87,4
Eastern Bengal	504,8	547,5	7,34,9	511,9	886,3	16,92,7	2,315,6	5,513,0	††3,99,15,7
East Indian	2,377,9	2,425,9	18,04,0	4,222,2	4,270,2	77,60,0	24,833,5	29,461,4	††18,37,99,5
Great Indian Peninsula	1,163,6	1,163,6	4,91,5	2,041,2	2,583,3	44,72,6	8,341,9	14,727,6	13,58,60,9
Madras and Southern Mahratta	252,8	254,8	2,93,3	264,7	873,6	36,45,6	2,064,0	5,127,7	††6,21,71,4
Nizam's State	86,4	87,3	1,25,2	353,2	354,1	5,31,0	2,137,4	2,805,8	2,06,75,7
North Western	1,183,8	1,230,3	11,22,5	1,227,7	2,532,8	69,32,4	10,558,4	15,032,7	12,95,73,0
South Indian	431,1	434,5	2,75,3	436.1	553,9	9,53,3	1,867,5	2,726.4	††3,90,98,0
Total	6,949,1	7,115,0		11,268,4	14,731,2		74,684,0	102,837,5	
3′ 3-3/8″ Gauge.									
Assam-Bengal	158,6	166,5	184,2	172,9	261,1	4,02,1	1,387,8	1,842,4	1,29,76,5
Bengal and North Western	175,3	189,9	2,01,3	218,3	450,5	6,74,4	3,320,4	4,611,4	††2,55,87,8
Bikaner State	19,1	23,9	34,5	19,1	52,6	77,3	317,5	513,8	30,54,9
Bombay, Baroda and Central India	171,3	198,3	*	182,8	438,4	*	2,053,0	4,907,1	*
Eastern Bengal	393,7	406,9	*	406,7	578,7	*	1,590,8	2,924,6	*
Jodhpur	235,3	238,6	1,39,8	241,7	312,4	3,36,1	974,9	1,492,5	1,01,96,7
Madras and Southern Mahratta	58,3	60,5	*	262,6	264,8	*	1,721,4	2,555,7	*
Mysore State	13,6	14,8	15,8	14,5	84,0	1,06,6	731,3	1,117,7	55,04,0
Nizam's State	109,2	110,4	*	109,9	151,7	*	672,0	1,055,5	*
Rohilkund and Kumaon	63,6	63,6	34,4	115,0	115,0	58,9	1,416,3	1,574,0	52,15,0
South Indian	912,8	923,3	*	931,9	1,077,7	*	3,047,4	3,692,4	*
Total	2,310,8	2,396,7		2,675,4	3,786,9		17,232,8	26,287,1	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	130,1	131,4	*	195.2	200,4	*	825,8	955,1	*
Bombay, Baroda and Central India	23,8	24,3	*	25,1	25,8	*	236,5	304,9	*
Eastern Bengal	1,1	1,5	*	1,1	1,5	*	4,1	5,7	*
Great Indian Peninsula	..	..	*	..	..	*	75,3	130,5	*
Mysore State	6	6	†	7	1,4	†	62,4	66,6	†
North Western	23,2	25,0	*	34,1	35,9	*	391,3	630,2	*
South Indian §	4	4	*	4	4	*	17,7	23,0	*
Total	179,2	183,2		256,6	265,4		1,613,1	2,116,0	
Total, 1941-42	9,430,1	9,694,9	62,09,1	14,200,4	18,783,5	3,32,72,7	93,529,9	131,240,6	††87,52,85,7
Total, 1940-41	9,456,0	9,771,6	63,23,5	13,990,0	18,393,2	3,12,97,0	89,230 7	123,304,2	79,14,32,7
Increase	..	..	..	210,4	390,3	19,75,7	4,299,2	7,936,4	8,38,53,0
Decrease	25,9	76,7	1,14,4	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

† Shown under 3′ 3⅜″ gauge.

§ Closed for traffic from the 31st October 1941.

†† Exclusive of ferry earnings of B. N., E. B., E. I., M. & S. M., S. I. and B. & N. W. Railways.

80.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1941-42.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. I. (1110).—Administrative and Executive officers.			A. I (1120).—Subordinate supervising staff.			A. I (1130).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
1	2	3	4	5	6	7	8	9	10
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
5' 6" Gauge.									
Bengal-Nagpur	5,47,022	175·3	0·77	5,94,874	190·7	0·83	7,39,906	237·2	1·04
Bombay, Baroda and Central India	2,44,958	140·4	0·52	3,52,929	202·3	0·75	3,84,883	220·6	0·81
Eastern Bengal	2,42,158	163·6	0·68	1,97,635	133·5	0·56	3,82,214	258·3	1·08
East Indian	8,13,830	125·2	0·53	10,92,005	167·9	0·70	8,68,581	133·6	0·56
Great Indian Peninsula	6,38,685	135·8	0·57	6,88,332	146·3	0·62	8,84,673	188·1	0·79
Madras and Southern Mahratta	2,33,260	147·9	0·75	1,94,112	123·0	0·62	2,59,847	164·6	0·83
Nizam's State	1,02,117	154·2	1·22	70,576	106·6	0·84	96,885	146·3	1·15
North Western	8,98,596	109·6	0·72	11,41,834	139·2	0·92	8,56,178	104·4	0·69
South Indian	98,962	125·8	0·78	97,184	124·7	0·78	1,06,764	137·0	0·85
3' 3⅜" Gauge.									
Assam Bengal	1,82,726	174·4	1·04	1,74,970	167·0	1·00	1,72,568	164·7	0·99
Bengal and North Western	2,56,922	95·0	1·31	1,26,319	46·7	0·64	1,49,280	55·2	0·76
Bikaner State	39,645	71·4	1·20	27,344	49·2	0·83	17,570	31·6	0·54
Bombay, Baroda and Central India	2,21,682	132·8	0·65	3,14,531	188·4	0·92	3,02,658	181·3	0·89
Eastern Bengal	1,50,902	128·5	0·81	1,29,278	110·1	0·69	1,48,969	126·9	0·80
Jodhpur	81,275	105·6	1·08	76,890	99·9	1·02	60,389	78·5	0·81
Madras and Southern Mahratta	2,01,245	126·0	0·99	1,69,683	106·3	0·83	1,84,404	115·4	0·91
Mysore State	27,651	58·9	0·42	51,019	107·1	0·77	42,830	89·9	0·65
Nizam's State	81,354	177·8	1·39	60,695	132·7	1·03	74,111	162·0	1·26
Rohilkund and Kumaon	43,330	*	0·96	32,971	*	0·73	28,371	*	0·62
South Indian	2,85,748	168·2	1·02	2,91,091	171·3	1·04	3,03,866	178·8	1·09
2' 6" and 2' 0" Gauges.									
Bengal Nagpur	54,750	90·5	0·94	87,794	145·1	1·51	69,280	114·5	1·19
Bombay, Baroda and Central India	17,829	124·3	1·39	13,929	97·1	1·48	3,772	26·3	0·40
Eastern Bengal	1,262	52·4	0·79	163	6·77	0·10	109	4·53	0·07
Great Indian Peninsula	2,359	18·9	0·60	7,002	56·0	1·80	7,366	58·9	1·89
Mysore State	1,281	20·4	0·48	2,364	37·6	0·90	1,984	31·6	0·74
North Western	75,552	144·3	0·62	83,324	159·1	0·69	73,169	139·7	0·61
South Indian †	4,865	*	*	3,44	*	*	5,441	*	*

*Information not available.
†Lines closed on 31-10-41.

Class I Railways for the year 1941-42.

STRUCTURAL WORKS.

A. I.—(1200—1800)—OTHER ITEMS—TOTAL.			A. I.—GENERAL ADMINISTRATION—TOTAL.			A. II-(2110)—TRACK—ORDINARY REPAIRS AND MAINTENANCE.			A. II-(2120 & 2130)—BRIDGES—ORDINARY REPAIRS AND MAINTENANCE.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per 100 lineal feet of opening per track.	Percentage of total working expenses.	
11	12	13	14	15	16	17	18	19	20	21	22	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" Gauge.
2,49,394	79·9	0·35	21,31,196	683·1	2·99	31,42,354	1,007·2	4·40	2,88,683	156·9	0·40	B. N.
1,62,169	92·9	0·34	11,44,939	656·2	2·42	21,93,188	1,256·9	4·64	2,20,986	179·0	0·47	B., B. & C. I.
1,26,498	85·5	0·36	9,48,505	640·9	2·67	15,14,349	1,023·2	4·27	1,26,109	189·3	0·36	E. B.
4,73,313	72·8	0·31	32,47,729	499·5	2·10	71,66,582	1,102·3	4·63	5,46,518	121·5	0·25	E. I.
3,39,861	72·3	0·30	25,51,551	542·4	2·28	49,14,197	1,044·7	4·40	1,70,726	75·7	0·15	G. I. P.
98,992	62·7	0·32	7,86,211 (b)	498·2	2·52	13,37,568	847·6	4·28	1,66,258	145·3	0·53	M. & S. M.
34,501	52·1	0·41	3,04,079	459·3	3·62	6,12,380	924·9	7·29	26,808	84·7	0·32	N. S.
3,33,025	40·6	0·27	32,29,760	393·8	2·60	56,08,205	683·6	4·52	1,81,185	46·3	0·15	N. W.
51,567	66·2	0·41	3,53,577	453·7	2·82	4,77,851	613·1	3·81	35,113	73·0	0·28	S. I.
												3' 3½" Gauge.
54,714	52·2	0·31	5,84,978	558·2	3·34	13,87,623	1,324·1	7·93	82,244	97·3	0·47	A. B.
52,407	19·4	0·27	5,84,928	216·4	2·98	10,68,270	395·2	5·45	1,03,556	38·3	0·53	B. & N. W.
11,922	21·5	0·36	96,481	173·7	2·93	3,66,718	660·2	11·1	2,585	41·9	0·08	Bk. S.
1,20,909	72·4	0·36	9,59,780	574·9	2·82	17,21,647	1,031·3	5·06	48,339	47·7	0·14	B., B. & C. I.
68,581	58·4	0·37	4,97,730	423·9	2·67	10,82,348	921·8	5·80	61,842	80·7	0·33	E. B.
23,289	30·2	0·31	2,41,843 (b)	314·2	3·22	6,55,012	851·1	8·73	15,144	71·5	0·20	Jodhpur.
92,096	57·7	0·45	6,47,428	405·4	3·18	14,87,956	931·8	7·31	64,876	53·8	0·32	M. & S. M.
10,998	23·1	0·16	1,32,498	278·1	2·00	4,48,318	941·0	6·78	20,937	43·9	0·31	M. S.
28,482	62·3	0·49	2,44,642	534·8	4·17	5,68,105	1,241·8	9·70	11,878	37·5	0·20	N. S.
9,623	*	0·21	1,14,361	*	2·52	3,12,340	*	6·90	47,131	*	1·04	R. & K.
1,39,306	82·0	0·50	10,20,011	600·2	3·66	13,02,288	766·4	4·66	59,450	45·2	0·20	S. I.
												2' 6" & 2' 0" Gauges.
17,625	29·1	0·30	2,29,449	379·3	3·94	6,57,684	1,087·1	11·3	37,692	80·3	0·65	B. N.
1,469	10·2	0·16	36,999	257·9	3·93	1,30,483	909·4	13·8	23,876	210·0	2·54	B., B. & C. I.
389	16·2	0·25	1,923	79·9	1·21	19,534	811·6	12·3	202	43·8	0·13	E. B.
1,504	12·0	0·39	13,231	145·7	4·68	71,845	574·0	18·5	2,598	24·9	0·67	G. I. P.
510	8·12	0·18	6,139	97·7	2·30	20,686	329·3	7·75	970	28·5	0·37	M. S.
34,891	66·7	0·29	2,66,944	509·8	2·21	4,64,507	887·0	3·84	18,170	32·1	0·15	N. W.
2,272	*	*	16,018	*	*	16,151	*	*	447	*	*	S. I. †

*Information not available.

(b) Includes expenditure booked under "Furniture and Sundries" (A. 2230—of the Capital and Revenue Accounts) B. G. Rs. 3, 240 M. G. Rs. 438.

30.—*Analysis of operating expenses of*

TABLE A. MAINTENANCE OF

Railway.	A. II (2150)—Service Buildings,—Ordinary, Repairs and Maintenance.			A. II (2160)—Residential Staff-quarters—Ordinary, Repairs and Maintenance.			A. II (2140, 2170, 2180 and 2190) —Other items—Ordinary, Repairs and Maintenance.		
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.
	23	24	25	26	27	28	29	30	31
5' 6" Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	3,87,512	7·68	0·54	10,26,413	8·93	1·44	3,54,732	113·7	0·50
Bombay, Baroda and Central India	2,90,126	*	0·62	2,49,727	*	0·53	58,564	33·6	0·12
Eastern Bengal	2,03,433	4·08	0·57	3,56,717	6·17	1·01	1,39,181	94·0	0·39
East Indian	‡13,58,062	7·72	0·88	10,93,754	4·49	0·71	5,35,327	..	0·34
Great Indian Peninsula	4,87,273	4·02	0·44	5,81,789	5·60	0·52	5,15,418	109·6	0·46
Madras and Southern Mahratta	1,36,755	2·92	0·44	1,54,157	3·06	0·49	58,647	37·2	0·19
Nizam's State	9,000	*	0·11	57,432	*	0·68	24,089	36·4	0·29
North Western	6,64,592	1·18	0·54	7,49,052	2·34	0·60	1,54,939	18·9	0·12
South Indian	49,489	3·69	0·39	45,069	2·65	0·36	14,530	19·3	0·12
3' 3⅜" Gauge.									
Assam Bengal	85,678	*	0·49	1,99,383	*	1·14	81,551	77·8	0·46
Bengal and North Western	1,80,646	66·8	0·92	1,52,408	56·4	0·78	2,86,292	105·9	1·46
Bikaner State	11,002	*	0,33	20,533	*	0.62	3,893	7·01	0·12
Bombay, Baroda and Central India	1,55,150	4·34	0·46	1,94,461	2·92	0·57	63,375	38·0	0·19
Eastern Bengal	1,03,899	7·45	0·56	1,70,222	8·99	0·91	99,902	85·1	0·53
Jodhpur	24,780	2·45	0·33	61,163	4·01	0·82	12,261	15·9	0·16
Madras and Southern Mahratta	70,580	3·98	0·34	78,787	2·01	0·39	51,254	32·1	0·25
Mysore State	27,546	2·67	0·42	25,067	2·18	0·38	15,792	33·2	0·24
Nizam's State	10,949	*	0·18	47,806	*	0·32	23,995	52·5	0·41
Rohilkund and Kumaon	§99,863	*	§2·21	†	*	†	†	*	†
South Indian	1,27,816	2·67	0·46	1,21,204	2·31	0·43	65,086	26·3	0·23
2' 6" and 2' 0" Gauges.									
Bengal Nagpur	40,860	8·64	0·70	69,945	8·62	1·20	21,669	35·8	0·37
Bombay, Baroda and Central India	1,337	*	0·14	2,256	*	0·24	1,018	7·1	0·11
Eastern Bengal	1,027	4·47	0·64	1,242	4·60	0·78	444	18·5	0·28
Great Indian Peninsula	1,913	1·55	0·49	2,730	1·51	0·70	1,298	10·4	0·33
Mysore State	1,276	2·88	0·48	1,161	2·53	0·43	732	11·7	0·27
North Western	35,556	2·11	0·29	37,691	2·50	0·31	6,997	13·4	0·06
South Indian (*a*)	549	*	*	575	*	*	9	*	*

* Information not available.
† Included under Service Buildings.
‡ Excludes expenditure incurred on Electric Power Stations and Sub-Stations.
§ Includes Residential Staff Quarters and Other Items.
(*a*) Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2100)—Structural Works—Total Ordinary, repairs and Maintenance.			A. II-(2100)—Structural Works—Total Special, Repairs and Maintenance.			A. II (2100)—Structural Works—Total Repairs and Maintenance.			Railway.
Total amount	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
32	33	34	35	36	37	38	39	40	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" Gauge.
51,99,694	1,666·6	7·28	54,638	17·5	0·08	52,54,332	1,684·1	7·36	B. N.
30,12,591	1,726·5	6·38	27,405	15·7	0·06	30,39,996	1,742·2	6·44	B., B. & C. I.
23,39,779	1,581·0	6·60	12,16,515	822·0	3·43	35,56,294	2,403·0	10·0	E. B.
1,07,00,243	1,645·8	6·91	6,93,172	106·6	0·45	1,13,93,415	1,752·4	7·36	E. I.
66,69,503	1,417·9	5·97	4,09,475	87·1	0·37	70,78,978	1,504·9	6·34	G. I. P.
18,53,385	1,174·5	5·93	19,974	12·6	0·06	18,73,359	1,187·1	5·99	M. & S. M.
7,29,709	1,102·1	8·69	15,966	24·1	0·19	7,45,675	1,126·2	8·88	N. S.
73,57,973	897·1	5·93	10,80,276	131·7	0·87	84,38,249	1,028·8	6·80	N. W.
6,22,052	798·1	4·96	2,36,225	303·1	1·88	8,58,277	1,101·2	6·84	S. I.
									3' 3¼" Gauge.
18,36,479	1,752·4	10·5	1,60,908	153·5	0·92	19,97,387	1,905·9	11·4	A. B.
17,91,172	662·6	9·14	..	..	..	17,91,172	662·6	9·14	B. & N. W.
4,04,731	728·7	12·3	..	..	..	4,04,731	728·7	12·3	Bk. S.
21,82,912	1,307·6	6·42	9,225	5·52	0·03	21,92,137	1,313·1	6·45	B., B. & C. I.
15,18,213	1,293·0	8·13	8,43,505	718·4	4·52	23,61,718	2,011·2	12·7	E. B.
7,68,360	998·4	10·2	58,340	75·8	0·78	8,26,700	1,074·2	11·0	Jodhpur.
17,53,453	1,098·1	8·61	11,376	7·12	0·06	17,64,829	1,105·2	8·67	M. & S. M.
5,37,660	1,123·5	8·13	..	..	..	5,37,660	1,123·5	8·13	M. S.
6,62,633	1,448·4	11·3	23,200	50·7	0·39	6,85,833	1,499·1	11·7	N. S.
..	..	..	..	..	..	4,59,334	*	10·2	R. & K.
16,72,844	984·4	5·98	4,06,156	239·0	1·45	20,79,000	1,223·4	7·43	S. I.
									2' 6" & 2' 0" Gauges.
8,27,850	1,368·4	14·2	6,438	10·6	0·11	8,34,288	1,379·0	14·3	B. N.
1,58,970	1,107·9	16·8	9	0·06	0·00	1,58,979	1,108·0	16·8	B., B. & C. I.
22,449	932·7	14·1	1,382	57·4	0·87	23,831	990·1	15·0	E. B.
80,384	642·3	20·6	884	7·06	0·23	81,268	649·3	20·9	G. I. P.
24,825	395·2	9·30	..	..	..	24,825	395·2	9·30	M. S.
5,62,921	1,074·9	4·65	41,379	79·0	0·34	6,04,300	1,153·9	4·99	N. W.
17,731	*	*	Nil	..	..	17,731	*	*	S. I. (*a*)

* Information not available.

30.—*Analysis of operating expenses of*

TABLE A.—MAINTENANCE OF

Railway.	A. II-(2250)—Signal and Interlocking Works—Ordinary, Repairs and Maintenance (Equipment).				A. II-(2250)—Signal and Interlocking Works—Special, Repairs and Maintenance (Equipment).			
	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.	Total amount.	Per lever.	Per train mile.	Percentage of total working expenses.
	41	42	43	44	45	46	47	48
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	3,24,750	32·9	0·31	0·46	—57	—0·01	—0·00	—0·00
Bombay, Baroda and Central India	4,39,343	50·6	0·80	0·93	..	..	..	..
Eastern Benga	1,51,592	23·8	0·32	0·43	1,844	0·29	0·00	0·01
East Indian	6,72,288	33·0	0·30	0·43	5,307	0·26	0·00	0·00
Great Indian Peninsula	4,58,457	37·4	0·30	0·41	26,734	2·18	0·02	0·02
Madras and Southern Mahratta	1,19,000	16·6	0·25	0·38	†	†	†	†
Nizam's State	26,482	25·3	0·20	0·31	857	0·82	0·01	0·01
North Western	3,77,036	19·0	0·22	0·30	7,743	0·39	0·00	0·01
South Indian	35,170	14·1	0·14	0·28	15	0·00	0·00	0·00
3′ 3¾″ Gauge.								
Assam Bengal	98,130	21·9	0·34	0·56	225	0·05	0·00	0·00
Bengal and North Western	59,252	21·9	0·10	0·30	†	†	†	†
Bikaner State	16,599	55·2	0·21	0·50	..	..	..	..
Bombay, Baroda and Central India	1,14,618	18·8	0·20	0·34	537	0·09	0·00	0·00
Eastern Bengal	96,299	23·8	0·23	0·52	698	0·17	0·00	0·00
Jodhpur	23,400	12·1	0·15	0·31	595	0·31	0·00	0·01
Madras and Southern Mahratta	95,723	21·4	0·20	0·47	†	†	†	†
Mysore State	29,159	54·4	0·19	0·44	..	..	..	..
Nizam's State	17,133	20·5	0·15	0·29	196	0·23	0·00	0·00
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	91,676	16·1	0·14	0·35	31	0·00	0·00	0·00
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	3,240	43·8	0·03	0·06	..	..	..	..
Bombay, Baroda and Central India	652	6·52	0·03	0·07	..	..	..	..
Eastern Bengal	1,334	66·7	0·17	0·84	..	..	..	..
Great Indian Peninsula	181	0·88	0·01	0·05	..	..	..	..
Mysore State	1,351	33·6	0·09	0·51	..	..	..	..
North Western	9,426	12·9	0·11	0·08	—336	—0·46	0·00	0·00
South Indian ‡	837	*	*	*	1	0·00	0·00	0·00

* Information not available.
† Included in columns 41 to 44.
‡ Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

STRUCTURAL WORKS—*contd.*

A. II-(2200)—Total, Equipment—Repairs and Maintenance.			A. II-Repairs and Maintenance—Total.			A. IV-Appropriation to Depreciation Reserve Fund—Total.			Railway
Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per equated track mile.	Percentage of total working expenses.	
49	50	51	52	53	54	55	56	57	
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5' 6" Gauge.
6,84,591	*	0·96	52,36,225	1,678·3	7·33	53,33,480	1,709·5	7·47	B. N.
5,39,659	309·3	1·14	55,15,363	3,161·1	11·7	38,48,658	2,205·7	8·15	B., B. & C. I.
3,39,212	229·2	0·96	43,32,400	2,927·4	12·2	31,94,070	2,158·2	9·00	E. B.
13,04,206	200·6	0·84	3,00,45,141	4,621·1	19·4	1,28,87,125	1,982·1	8·32	E. I.
8,70,268	185·0	0·78	1,51,95,150	3,230·3	13·6	92,69,854	1,970·7	8·29	G. I. P.
2,74,907	174·2	0·88	21,44,225	1,358·8	6·86	38,32,268	2,428·5	12·3	M. & S. M.
67,181	101·5	0·80	8,70,984	1,315·6	10·4	2,75,358	415·9	3·28	N. S.
9,49,343	115·7	0·77	1,02,38,464	1,248·2	8·26	1,40,32,740	1,711·7	11·3	N. W.
78,977	101·3	0·63	11,65,508	1,495·4	9·29	12,96,362	1,663·9	10·3	S. I.
									3' 3½" Gauge.
1,87,695	179·1	1·07	25,42,333	2,425·9	14·5	27,04,084	2,580·2	15·5	A. B.
59,252	21·9	0·30	21,43,404	792·9	10·9	16,95,660	627·3	8·65	B., & N. W.
16,599	..	0·50	4,35,959	784·9	13·2	1,55,252	279·5	4·72	Bk. S.
1,85,295	111·0	0·55	46,28,190	2,772·4	13·6	17,17,260	1,028·7	5·05	B. B. & C. I.
1,79,256	152·7	0·96	27,87,419	2,373·9	14·9	17,21,859	1,466·4	9·22	E. B.
80,251	104·3	1·07	10,44,670	1,357·4	13·9	2,18,684	284·2	2·92	Jodhpur.
1,93,543	121·2	0·95	21,65,476	1,356·1	10·6	19,45,987	1,218·7	9·55	M. & S. M.
42,616	89·4	0·64	6,01,465	1,262·4	9·09	4,14,236	869·4	6·27	M. S.
49,971	109·2	0·85	7,83,519	1,712·6	13·4	1,94,904	426·2	3·33	N. S.
7,001	*	0·15	5,19,924	*	11·5	3,37,128	*	7·45	R. & K.
2,01,703	118·7	0·72	24,67,295	1,463·7	8·89	33,98,090	2,293·9	13·9	S. I.
									2' 6" & 2' 0" Gauges.
37,914	..	0·65	9,45,577	1,563·0	16·3	4,93,287	815·4	8·48	B. N.
2,916	20·3	0·31	2,00,052	1,394·3	21·2	38,982	271·6	4·14	B., B. & C. I.
1,666	69·2	1·05	25,584	1,062·9	16·1	6,587	273·7	4·13	E. B.
1,831	14·6	0·47	86,787	693·4	22·3	..	..	..	G. I. P.
1,974	31·4	0·74	27,308	434·8	10·2	248	3·95	0·09	M. S.
31,082	59·3	0·26	72,60,262	13,863·9	60·0	11,11,138	2,121·8	9·18	N. W.
1,334	*	*	19,121	*	*	50,662	*	*	S. I.‡

* Information not available.

BB2

30.—*Analysis of operating expenses of*

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLI						
	Total Working Expenses—Abstract A.			General Administration—(B. I.).					Locomotives	
	Total amount.	Per equated track mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.
	58	59	60	61	62	63	64	65	66	67
5′ 3″ Gauge.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	1,27,00,901	4,070·8	17·8	14,83,017	1·03	0·12	1·44	2·08	21,14,383	1·47
Bombay, Baroda and Central India.	1,05,09,460	6,023·0	22·3	5,52,317	0·94	0·10	1·19	1·17	10,36,821	1·76
Eastern Bengal	84,74,975	5,726·5	23·9	7,66,024	1·28	0·21	1·60	2·16	8,33,521	1·39
East Indian	4,61,79,995	7,102·7	29·8	28,47,762	0·98	0·11	1·28	1·83	41,92,001	1·44
Great Indian Peninsula	2,70,16,555	5,743·4	24·2	18,60,438	1·19	0·14	1·52	1·66	21,96.585	1·40
Madras and Southern Mahratta	67,62,704	4,285·5	21·6	5,70,396	0·97	0·12	1·23	1·82	8,57,614	1·46
Nizam's State	14,50,421	2,190·6	17·3	1,91,380	1·07	0·13	1·47	2·28	2,12,302	1·19
North Western	2,75,97,964	3,353·7	22·2	20,21,099	0·95	0·14	1·20	1·63	36,71,675	1·73
South Indian	28,15,947	3,613·0	22·5	2,84,044	0·92	0·16	1·09	2·26	3,48,497	1·13
3′ 3½″ Gauge.										
Assam Bengal	58,31,395	5,564·3	33·3	3,16,491	0·86	0·21	1·09	1·81	3,68,033	1·00
Bengal and North Western	44,23,992	1,636·6	22·6	3,19,292	0·43	0·12	0·55	1·63	5,45,178	0·73
Bikaner State	6,87,692	1,238·1	20·9	70,774	0·78	0·21	0·90	2·15	1,23,314	1·35
Bombay, Baroda and Central India.	73,05,230	4,376·0	21·5	8,75,605	1·24	0·27	1·52	2·58	10,79,494	1·53
Eastern Bengal	50,07,008	4,264·2	26·8	2,87,943	0·68	0·15	0·83	1·54	4,22,431	1·00
Jodhpur	17,08,085	2,219·4	22·8	1,43,903	0·75	0·16	0·93	1·92	2,70,504	1·41
Madras and Southern Mahratta	47,58,891	2,980·2	23·4	3,48,229	0·62	0·16	0·74	1·71	5,84,919	1·04
Mysore State	11,48,199	2,409·9	17·4	99,833	0·55	0·16	0·67	1·52	1,86,321	1·03
Nizam's State	12,23,155	2,673·6	20·9	1,44,514	1·03	0·25	1·24	2·47	97,622	0·70
Rohilkund and Kumaon	9,71,353	*	21·5	91,319	0·53	0·18	0·70	2·02	‡	‡
South Indian	74,05,396	4,357·8	26·5	6,13,241	0·91	0·26	1·03	2·19	6,14,504	0·92
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	16,68,313	2,757·6	28·7	1,16,229	0·72	0·31	0·90	2·00	1,90,094	1·19
Bombay, Baroda and Central India.	2,76,033	1,923·8	29·3	10,938	0·39	0·27	0·44	1·16	51,097	1·82
Eastern Bengal	34,094	1,416·5	21·4	1,148	0·14	0·15	0·15	0·72	6,745	0·84
Great Indian Peninsula	1,05,018	839·1	27·0	3,603	0·12	0·06	0·13	0·93	41,663	1·41
Mysore State	33,695	536·5	12·6	4,831	0·29	0·17	0·32	1·81	8,953	0·53
North Western	86,38,344	16,495·5	71·4	1,01,891	0·94	0·49	1·21	0·84	1,52,517	1·41
South Indian†	85,201	*	*	5,231	1·36	0·87	1·44	2·53	8,217	2·14

* Information not available.
† Lines closed on 31-10-41.
‡ Included under Workshop Repairs.

Class I Railways for the year 1941-42—contd.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.- 2110].			Locomotives—Workshop Repairs (B.-II.-2120).					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
68	69	70	71	72	73	74	75	
Rs.	As.		Rs.	As.	Rs.	As.		5' 6" Gauge.
0·18	2·05	2·96	36,00,463	2·49	0·31	3·49	5·04	Bengal-Nagpur.
0·20	2·23	2·20	16,18,012	2·74	0·31	3·49	3·43	Bombay, Baroda and Central India.
0·23	1·74	2·35	23,02,950	3·84	0·64	4·81	6·49	Eastern Bengal.
0·18	1·89	2·71	53,03,565	1·82	0·20	2·38	3·43	East Indian.
0·17	1·80	1·97	38,42,400	2·45	0·29	3·15	3·44	Great Indian Peninsula.
0·18	1·85	2·75	13,94,794	2·37	0·28	3·01	4·46	Madras and Southern Mahratta.
0·14	1·63	2·53	3,50,953	1·96	0·23	2·70	4·18	Nizam's State.
0·24	2·17	2·96	51,52,539	2·42	0·34	3·05	4·15	North Western.
0·20	1·34	2·78	4,22,890	1·37	0·25	1·62	3·37	South Indian.
								3' 3⅜" Gauge.
0·24	1·26	2·10	4,81,813	1·32	0·32	1·66	2·75	Assam-Bengal.
0·21	0·94	2·78	5,50,666	0·74	0·21	0·94	2·81	Bengal and North Western.
0·36	1·57	3·75	1,42,921	1·57	0·41	1·81	4·34	Bikaner State.
0·34	1·88	3·18	14,41,553	2·05	0·45	2·51	4·24	Bombay, Baroda and Central India.
0·22	1·23	2·26	5,49,763	1·30	0·29	1·59	2·94	Eastern Bengal.
0·30	1·75	3·61	1,92,875	1·01	0·21	1·25	2·57	Jodhpur.
0·27	1·24	2·87	8,95,854	1·60	0·41	1·90	4·40	Madras and Southern Mahratta.
0·30	1·25	2·82	4,84,429	2·68	0·78	3·23	7·32	Mysore State.
0·17	0·84	1·67	2,06,142	1·48	0·36	1·77	3·52	Nizam's State.
‡	‡	‡	§3,52,607	§2·03	0.72	2·70	§7·79	Rohilkund and Kumaon.
0·27	1·03	2·20	10,48,246	1·56	0·45	1·77	3·74	South Indian.
								2' 6" and 2' 0" Gauges.
0·50	1·48	3·27	3,11,757	1·94	0·82	2·43	5·35	Bengal-Nagpur.
1·29	2·08	5·43	36,447	1·30	0·92	1·48	3·87	Bombay, Baroda and Central India.
0·87	0·86	4·23	23,106	2·89	2·99	2·93	14·5	Eastern Bengal.
0·69	1·51	10·7	4,431	0·15	0·07	0·16	1·14	Great Indian Peninsula.
0·32	0·59	3·35	23,401	1·39	0·82	1·55	8·76	Mysore State.
0·73	1·82	1·26	1,64,148	1·51	0·78	1·96	1·36	North Western.
1·36	2·26	3·64	933	0·24	0·16	0·26	0·41	South Indian.†

§Includes Running Repairs also.
‡Included under Workshop Repairs.

30.—*Analysis of operating expenses of*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Equipment (B. II. 2200).					Total Repairs and Maintenance—(B-II).				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	76	77	78	79	80	81	82	83	84	85
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	9,16,736	0·64	0·07	0·89	1·29	66,34,366	4·60	0·56	6·43	9·29
Bombay, Baroda and Central India.	1,19,986	0·20	0·02	0·26	0·25	27,79,297	4·71	0·53	5·99	5·89
Eastern Bengal	4,58,882	0·76	0·13	0·96	1·30	36,17,868	6·03	1·01	7·56	10·2
East Indian	13,02,534	0·44	0·05	0·58	0·84	1,08,87,526	3·73	0·43	4·89	7·03
Great Indian Peninsula	4,61,824	0·30	0·03	0·38	0·41	65,33,978	4·17	0·49	5·36	5·85
Madras and Southern Mahratta	2,14,983	0·37	0·04	0·47	0·69	24,75,171	4·21	0·50	5·35	7·92
Nizam's State	50,926	0·29	0·04	0·39	0·41	6,16,234	3·45	0·41	4·74	7·34
North Western	8,06,448	0·38	0·06	0·48	0·65	96,80,783	4·55	0·64	5·73	7·80
South Indian	35,656	0·12	0·02	0·14	0·29	8,07,218	2·62	0·47	3·10	6·44
3′ 3¼″ Gauge.										
Assam-Bengal	43,228	0·12	0·03	0·15	0·25	8,93,749	2·44	0·59	3·07	5·11
Bengal and North Western	63,122	0·09	0·02	0·11	0·32	11,59,357	1·56	0·44	1·99	5·91
Bikaner State	47,865	0·53	0·14	0·61	1·45	3,17,013	3·48	0·92	4·03	9·62
Bombay, Baroda and Central India.	2,97,983	0·42	0·09	0·52	0·88	28,19,731	4·00	0·88	4·91	8·29
Eastern Bengal	1,33,655	0·32	0·07	0·39	0·72	11,15,423	2·64	0·58	3·24	5·97
Jodhpur	59,556	0·31	0·07	0·39	0·79	7,60,304	3·97	0·84	4·93	10·1
Madras and Southern Mahratta	76,896	0·14	0·04	0·17	0·38	15,58,193	2·78	0·72	3·31	7·65
Mysore State	21,884	0·12	0·04	0·15	0·34	6,93,009	3·83	1·12	4·63	10·5
Nizam's State	30,813	0·22	0·06	0·26	0·52	3,36,624	2·41	0·59	2·89	5·74
Rohilkund and Kumaon	32,848	0·19	0·07	0·25	0·72	3,85,455	2·22	0·79	2·95	8·51
South Indian	68,206	0·10	0·03	0·12	0·24	17,32,219	2·58	0·75	2·92	6·19
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	32,323	0·20	0·08	0·25	0·56	5,34,319	3·33	1·40	4·16	9·18
Bombay, Baroda and Central India.	149	0·01	0·00	0·01	0·01	87,693	3·13	2·21	3·57	9·31
Eastern Bengal	231	0·03	0·03	0·03	0·14	30,085	3·76	3·89	3·82	18·9
Great Indian Peninsula	1,534	0·05	0·03	0·06	0·39	47,628	1·61	0·79	1·73	12·2
Mysore State	1,059	0·06	0·04	0·08	0·40	33,413	1·98	1·18	2·22	12·5
North Western	36,998	0·34	0·18	0·44	0·30	3,53,709	3·26	1·69	4·22	2·92
South Indian*	496	0·13	0·08	0·13	0·22	9,646	2·51	1·60	2·65	4·27

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

OF LOCOMOTIVE POWER—*contd.*

Running Staff—(B.-III-3100).					Fuel—(B. III 3200).					Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	
86	87	88	89	90	91	92	93	94	95	
Rs.	As.	Rs.	As.		Rs.	As	Rs.	As.		5′ 6″ Gauge.
41,82,511	2·89	0·35	4·05	5·86	67,54,474	4·68	0·57	6·54	9·46	Bengal-Nagpur.
22,34,141	3·79	0·42	4·81	4·73	55,23,361	9·36	1·04	11·9	11·7	Bombay, Baroda and Central India.
13,86,698	2·31	0·38	2·90	3·91	28,67,123	4·78	0·80	5·99	8·08	Eastern Bengal.
71,45,436	2·44	0·27	3·21	4·61	1,24,57,754	4·27	0·49	5·59	8·05	East Indian.
50,82,210	3·24	0·38	4·17	4·55	1,21,10,118	7·73	0·91	9·92	10·8	Great Indian Peninsula.
16,53,088	2·81	0·33	3·57	5·29	52,81,674	8·97	1·08	11·4	16·9	Madras and Southern Mahratta
4,09,117	2·29	0·27	3·15	4·87	7,25,152	4·05	0·48	5·58	8·64	Nizam's State.
57,76,669	2·71	0·38	3·42	4·66	2,28,03,175	10·7	1·52	13·5	18·4	North Western.
8,40,043	2·73	0·49	3·22	6·70	24,88,955	8·08	1·45	9·56	19·9	South Indian.
										3′ 3¾″ Gauge.
5,18,248	1·41	0·34	1·78	2·96	16,14,557	4·41	1·06	5·54	9·22	Assam-Bengal.
8,08,471	1·09	0·30	1·39	4·13	23,66,997	3·18	0·88	4·08	12·1	Bengal and North Western.
1,21,780	1·34	0·35	1·55	3·70	5,18,632	5·70	1·59	6·58	15·8	Bikaner State.
22,66,517	3·22	0·70	3·95	6·67	40,60,625	5·76	1·26	7·07	11·9	Bombay, Baroda and Central India.
7,09,347	1·68	0·37	2·06	3·80	17,19,636	4·07	0·89	4·99	9·21	Eastern Bengal.
3,01,974	1·58	0·33	1·96	4·02	11,80,442	6·17	1·30	7·65	15·7	Jodhpur.
13,34,056	2·38	0·61	2·84	6·55	33,55,638	6·00	1·55	7·13	16·5	Madras and Southern Mahratta
3,09,693	1·71	0·50	2·07	4·68	12,22,268	6·76	1·96	8·17	18·5	Mysore State.
2,79,028	2·00	0·49	2·39	4·76	5,22,691	3·74	0·91	4·48	8·92	Nizam's State.
1,54,155	0·89	0·31	1·18	3·40	6,50,139	3·74	1·33	4·98	14·4	Rohilkund and Kumaon.
17,90,332	2·66	0·77	3·02	6·39	30,33,626	4·51	1·30	5·11	10·8	South Indian.
										2′ 6″ and 2′ 0″ Gauges.
3,20,298	2·00	0·84	2·49	5·50	4,70,650	2·93	1·24	3·67	8·09	Bengal-Nagpur.
66,551	2·37	1·68	2·71	7·07	1,20,107	4·28	3·03	4·89	12·7	Bombay, Baroda and Central India.
20,171	2·52	2·60	2·56	12·7	14,991	1·88	1·93	1·91	9·41	Eastern Bengal.
38,420	1·30	0·64	1·39	9·86	75,091	2·53	1·25	2·72	19·3	Great Indian Peninsula.
14,920	0·88	0·53	0·99	5·59	59,081	3·50	2·08	3·92	22·1	Mysore State.
2,34,237	2·16	1·12	2·80	1·93	7,41,689	6·84	3·55	8·84	6·13	North Western.
20,307	5·28	3·36	5·58	9·00	21,802	5·66	3·61	5·99	9·66	South Indian.*

TABLE B.—MAINTENANCE AND SUPPLY

Railway.	Water, Oil, Tallow and other Stores—(B. III 3300 and 3400).					Total Operating expenses—(B. III.)				
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.
	96	97	98	99	100	101	102	103	104	105
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.	
Bengal-Nagpur	8,20,296	0·57	0·07	0·80	1·15	1,09,30,288	7·57	0·92	10·6	15·3
Bombay, Baroda and Central India.	3,65,776	0·62	0·07	0·79	0·77	76,64,294	13·0	1·45	16·5	16·2
Eastern Bengal	1,75,475	0·29	0·05	0·37	0·50	43,97,953	7·33	1·22	9·19	12·4
East Indian	17,94,656	0·62	0·07	0·81	1·16	2,21,47,895	7·59	0·87	9·95	14·3
Great Indian Peninsula	15,13,355	0·97	0·11	1·24	1·35	1,96,52,508	12·5	1·47	16·1	17·6
Madras and Southern Mahratta	4,23,671	0·72	0·09	0·92	1·36	72,32,148	12·3	1·48	15·6	23·1
Nizam's State	1,21,961	0·68	0·08	0·94	1·45	13,55,820	7·58	0·89	10·4	16·2
North Western	10,94,381	0·51	0·07	0·65	0·88	2,92,80,281	13·8	1·94	17·4	23·6
South Indian	1,58,201	0·51	0·09	0·61	1·26	33,74,874	11·0	1·96	13·0	26·9
3′ 3½″ Gauge.										
Assam-Bengal	93,267	0·26	0·06	0·32	0·53	22,41,421	6·12	1·47	7·70	12·8
Bengal and North Western	3,12,533	0·42	0·12	0·54	1·59	35,53,058	4·77	1·33	6·12	18·1
Bikaner State	92,005	1·01	0·27	1·17	2·79	7,87,743	8·66	2·28	10·00	23·9
Bombay, Baroda and Central India.	2,85,759	0·40	0·09	0·49	0·84	65,89,461	9·35	2·04	11·5	19·4
Eastern Bengal	1,23,598	0·29	0·06	0·36	0·66	25,56,098	6·05	1·33	7·42	13·7
Jodhpur	2,01,287	1·05	0·22	1·30	2·69	16,85,681	8·81	1·86	10·9	22·5
Madras and Southern Mahratta	3,71,523	0·66	0·17	0·79	1·82	50,53,308	9·03	2·32	10·7	24·3
Mysore State	1,23,505	0·69	0·20	0·83	1·87	16,86,056	9·33	2·71	11·3	25·5
Nizam's State	78,082	0·56	0·14	0·67	1·33	8,71,155	6·24	1·53	7·47	14·9
Rohilkund and Kumaon	1,07,578	0·62	0·22	0·82	2·38	9,04,369	5·20	1·85	6·93	20·0
South Indian	2,43,722	0·36	0·11	0·41	0·87	50,56,946	7·51	2·18	8·52	18·1
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur	1,03,892	0·65	0·27	0·81	1·79	8,97,161	5·59	2·36	6·99	15·4
Bombay, Baroda and Central India.	15,837	0·56	0·20	0·64	1·68	2,02,657	7·22	5·11	8·25	21·5
Eastern Bengal	5,281	0·72	0·73	0·73	3·63	40,987	5·13	5·29	5·21	25·7
Great Indian Peninsula	15,739	0·53	0·26	0·57	4·04	1,29,691	4·38	2·16	4·70	33·3
Mysore State	5,945	0·35	0·21	0·40	2·23	81,426	4·82	2·87	5·41	30·5
North Western	53,537	0·49	0·25	0·64	0·44	10,26,499	9·46	4·91	12·2	8·48
South Indian*	3,945	1·02	0·65	1·08	1·74	46,096	12·0	7·63	12·7	20·4

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

OF LOCOMOTIVE POWER—*contd.*

Appropriation to Depreciation Reserve Fund—(B. IV).					Total Working Expenses—Abstract B.			Railway.
Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	
106	107	108	109	110	111	112	113	
Rs.	As.	Rs.	As.		Rs.	As.	Rs.	
								5′ 6″ Gauge.
14,60,729	1·01	0·12	1·42	2·05	2,05,08,400	14·2	1·72	Bengal-Nagpur.
4,32,338	0·73	0·08	0·93	0·91	1,14,28,246	19·4	2·16	Bombay, Baroda and Central India.
9,40,588	1·59	0·26	1·98	2·67	97,31,433	16·2	2·79	Eastern Bengal.
40,21,180	1·38	0·16	1·81	2·60	3,99,04,363	13·7	1·57	East Indian.
27,49,341	1·75	0·20	2·25	2·46	3,07,96,265	19·7	2·30	Great Indian Peninsula.
34,895	0·06	0·01	0·07	0·11	1,03,12,610	17·5	2·11	Madras and Southern Mahratta.
1,78,919	1·00	0·12	1·38	2·13	23,42,353	13·1	1·55	Nizam's State.
30,78,654	1·44	0·21	1·83	2·48	4,40,60,817	20·7	2·93	North Western.
1,09,940	0·36	0·07	0·42	0·88	45,76,076	14·9	2·66	South Indian.
								3′ 3½″ Gauge.
4,99,215	1·36	0·33	1·71	2·85	39,50,876	10·8	2·60	Assam-Bengal.
5,51,727	0·74	0·20	0·95	2·81	55,83,434	7·50	2·09	Bengal and North Western.
1,562	0·02	0·00	0·02	0·05	11,77,092	12·9	3·41	Bikaner State
5,62,012	0·80	0·18	0·98	1·65	1,08,46,809	15·4	3·37	Bombay, Baroda and Central India.
5,12,632	1·21	0·27	1·49	2·75	44,72,096	10·6	2·33	Eastern Bengal.
5,360	0·03	0·01	0·03	0·07	25,95,248	13·6	2·87	Jodhpur.
18,943	0·03	0·01	0·04	0·09	69,78,673	12·5	3·21	Madras and Southern Mahratta.
2,80,635	1·56	0·45	1·88	4·24	27,59,533	15·3	4·44	Mysore State.
17,049	0·13	0·03	0·14	0·28	13,69,342	9·81	2·49	Nizam's State.
2,80,233	1·61	0·57	2·14	6·19	16,61,379	9·56	3·39	Rohilkund and Kumaon.
3,30,455	0·49	0·14	0·55	1·18	77,32,861	11·5	3·33	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
3,92,008	2·44	1·03	3·05	6·74	19,38,717	12·1	5·10	Bengal-Nagpur.
14,365	0·51	0·36	0·58	1·53	3,15,653	11·3	7·95	Bombay, Baroda and Central India.
1,959	0·25	0·25	0·25	1·23	74,179	9·28	9·58	Eastern Bengal.
..	..	..	..	..	1,80,922	6·11	3·61	Great Indian Peninsula.
454	0·03	0·01	0·03	0·17	1,20,124	7·12	4·23	Mysore State.
1,82,517	1·68	0·87	2·18	1·51	16,64,616	15·3	7·96	North Western.
4,244	1·10	0·70	1·16	1·88	65 217	16·9	10·8	South Indian.

30.—*Analysis of operating expenses of*

Railway.	TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER—*concld.*		TABLE C.—MAINTENANCE OF CARRIAGE			
	Total Working Expenses—Abstract B.		General Administration—C. 1.			
	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	114	115	116	117	118	119
	As.		Rs.	Rs.	As.	
5′ 6″ Gauge.						
Bengal-Nagpur	19·9	28·7	6,15,959	1·22	0·60	0·86
Bombay, Baroda and Central India	24·6	24·2	3,66,203	1·51	0·79	0·78
Eastern Bengal	20·3	27·4	3,35,104	1·98	0·70	0·95
East Indian	17·9	25·8	13,56,916	1·18	0·61	0·88
Great Indian Peninsula	25·2	27·6	10,57,908	1·59	0·76	0·95
Madras and Southern Mahratta	22·3	33·0	3,18,016	1·51	0·68	1·02
Nizam's State	18·0	27·9	1,07,882	1·68	0·81	1·28
North Western	26·1	35·5	10,03,470	1·35	0·59	0·81
South Indian	17·6	36·5	33,447	0·45	0·13	0·27
3′ 3½″ Gauge.						
Assam-Bengal	13·6	22·6	1,45,307	1·19	0·50	0·83
Bengal and North Western	9·61	28·5	1,19,449	0·56	0·20	0·60
Bikaner State	15·0	35·8	35,122	1·30	0·45	1·07
Bombay, Baroda and Central India	18·9	31·9	3,41,892	2·08	0·94	1·59
Eastern Bengal	13·0	24·0	1,76,753	1·08	0·51	0·95
Jodhpur	16·8	34·6	1,13,957	1·50	0·74	1·52
Madras and Southern Mahratta	14·8	24·3	1,64,485	1·06	0·35	0·81
Mysore State	13·5	41·2	38,651	0·97	0·25	0·55
Nizam's State	11·7	23·4	74,219	1·93	0·63	1·26
Rohilkund and Kumaon	13·7	36·7	23,677	0·77	0·23	0·66
South Indian	13·0	27·6	78,961	0·42	0·13	0·28
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	15·1	33·3	39,800	0·87	0·31	0·68
Bombay, Baroda and Central India	12·8	33·5	5,083	0·96	0·21	0·54
Eastern Bengal	9·43	46·6	458	0·37	0·06	0·29
Great Indian Peninsula	6·56	46·5	289	0·05	0·01	0·07
Mysore State	7·98	45·0	1,668	0·66	0·11	0·63
North Western	19·9	13·8	30,422	1·36	0·36	0·95
South Indian*	17·9	28·9	604	0·66	0·17	0·27

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

AND WAGON STOCK—*contd.*

Coaching Vehicles—Running Repairs [C. II-2110].				Coaching vehicles—workshop repairs—[C. II-2120 and 2130.]				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
120	121	122	123	124	125	126	127	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
3,32,472	3·05	0·32	0·47	21,75,162	20·0	2·11	3·05	Bengal-Nagpur.
2,13,598	2·77	0·46	0·45	12,69,272	16·5	2·74	2·69	Bombay, Baroda and Central India.
1,63,860	1·92	0·34	0·46	10,71,763	12·5	2·24	3·02	Eastern Bengal.
3,82,760	1·27	0·17	0·25	30,26,348	10·05	1·36	1·97	East Indian.
4,13,268	2·02	0·20	0·37	17,80,904	8·72	1·28	1·59	Great Indian Peninsula.
1,01,598	1·61	0·22	0·32	6,18,335	9·81	1·32	1·98	Madras and Southern Mahratta.
20,855	1·18	0·16	0·25	1,32,775	7·50	1·00	1·58	Nizam's State.
3,92,162	1·34	0·23	0·32	29,47,134	10·1	1·74	2·37	North Western.
32,283	0·93	0·12	0·26	2,03,132	5·84	0·78	1·62	South Indian.
								3′ 3½″ Gauge.
48,302	0·88	0·17	0·28	4,42,137	8·03	1·52	2·52	Assam-Bengal.
1,54,488	2·06	0·26	0·74	4,40,524	5·87	0·76	2·25	Bengal and North-Western.
18,970	1·71	0·24	0·58	96,895	8·72	1·22	2·94	Bikaner State.
2,07,012	2·43	0·36	0·61	14,43,938	17·0	2·51	4·25	Bombay, Baroda and Central India.
70,893	1·06	0·21	0·38	7,20,646	10·8	2·09	3·86	Eastern Bengal.
17,087	0·71	0·11	0·23	2,26,290	9·13	1·43	2·94	Jodhpur.
45,047	0·78	0·10	0·22	3,61,112	6·28	0·77	1·77	Madras and Southern Mahratta.
24,757	1·35	0·17	0·38	3,27,862	18·4	2·26	5·11	Mysore State.
15,539	1·04	0·13	0·27	1,11,441	7·45	0·95	1·90	Nizam's State.
‡	‡	‡	‡	*1,28,584	*8·02	*0·98	*2·84	Rohilkhand and Kumaon.
51,482	0·55	0·09	0·18	4,07,616	4·36	0·68	1·46	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
66,466	20·9	0·52	1·14	3,19,115	14·0	2·48	5·49	Bengal Nagpur.
17,617	5·70	0·72	1·87	26,921	8·72	1·09	2·86	Bombay, Baroda and Central India.
991	0·85	0·13	0·62	6,496	5·55	0·82	4·08	Eastern Bengal.
4,434	1·18	0·16	1·14	14,752	3·92	0·53	3·80	Great Indian Peninsula.
1,441	0·89	0·10	0·54	15,067	9·28	1·09	5·64	Mysore State.
15,937	1·81	0·18	0·13	1,47,129	16·7	1·71	1·22	North-Western.
270	0·44	0·07	0·12	163	0·27	0·04	0·07	South Indian.

‡Included under Workshop Repairs.
*Includes Running Repairs also.

30.—*Analysis of operating expenses of*

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods wagons—running repairs—[C. II-2310].				Goods wagons—workshop repairs. [C. II.-2320.]			
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of working expenses.
	128	129	130	131	132	133	134	135
5' 6" Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	16,64,416	4·18	1·61	2·33	24,17,693	6·08	2·34	3·39
Bombay, Baroda and Central India.	5,18,454	3·14	1·12	1·10	12,45,240	7·54	2·68	2·64
Eastern Bengal	3,10,439	3·72	0·65	0·87	6,54,740	7·85	1·36	1·85
East Indian	25,61,326	3·01	1·15	1·67	38,20,452	4·50	1·73	2·46
Great Indian Peninsula	12,20,914	2·65	0·88	1·09	14,51,433	3·15	1·04	1·30
Madras and Southern Mahratta	1,96,044	1·33	0·42	0·63	6,53,919	4·45	1·40	2·09
Nizam's State	42,505	0·92	0·32	0·51	1,27,930	2·76	0·96	1·52
North Western	12,81,636	2·85	0·75	1·03	24,01,675	5·34	1·41	1·94
South Indian	32,919	0·63	0·13	0·26	1,34,427	2·37	0·52	1·07
3' 3½" Gauge.								
Assam-Bengal	74,982	1·12	0·26	0·43	2,48,906	3·71	0·85	1·42
Bengal and North-Western	2,01,256	1·43	0·35	1·03	3,81,181	2·72	0·66	1·94
Bikaner State	17,975	1·14	0·23	0·54	73,646	4·65	0·93	2·24
Bombay, Baroda and Central India.	3,50,027	2·00	0·61	1·03	5,60,683	3·20	0·98	1·65
Eastern Bengal	1,34,219	1·38	0·39	0·72	3,58,128	3·69	1·04	1·92
Jodhpur	39,763	0·77	0·26	0·53	1,44,462	2,80	0·94	1·92
Madras and Southern Mahratta	1,01,553	1·04	0·22	0·50	3,01,367	3·08	0·64	1·48
Mysore State	23,130	1·20	0·15	0·35	1,52,234	7·88	1·02	2·30
Nizam's State	26,105	1·11	0·22	0·44	68,236	2·91	0·58	1·16
Rohilkund and Kumaon	*	*	*	*	‡1,10,507	‡5·01	‡0·85	‡2·44
South Indian	45,865	0·48	0·08	0·16	2,05,609	2·17	0·34	0·74
2' 6" and 2' 0" Gauges.								
Bengal Nagpur	76,037	3·30	0·59	1·31	1,63,792	7·10	1·27	2·82
Bombay, Baroda and Central India.	26,270	11·8	1·07	2·79	7,178	3·23	0·29	0·76
Eastern Bengal	491	5·91	0·06	0·31	281	3·38	0·04	0·17
Great Indian Peninsula	8,966	3·62	0·33	2·30	1,990	0·80	0·07	0·51
Mysore State	1,055	1·15	0·07	0·39	6,930	7·57	0·46	2·60
North-Western	25,394	1·90	0·30	0·21	90,064	6·72	1·05	0·75
South Indian†	29	0·16	0·01	0·01	36	0·12	0·01	0·02

*Included under Workshop repairs. †Lines closed on 31-10-41. ‡Includes Running repairs.

Class I Railways for the year 1941-42—contd.

AND WAGON STOCK—*contd.*

Equipment—(C. II-2500).				Total Repairs and Maintenance—(C-II).				Railway.
Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
136	137	138	139	140	141	142	143	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
1,30,497	0·26	0·13	0·18	67,42,701	13·30	6·53	9·44	B. N.
1,47,767	0·61	0·32	0·31	33,46,075	13·8	7·21	7·09	B., B. & C. I.
66,369	0·39	0·14	0·19	22,80,591	13·5	4·76	6·43	E. B.
3,52,078	0·42	0·15	0·22	1,05,08,394	9·13	4·72	6·79	E. I.
1,58,509	0·24	0·11	0·14	51,43,616	7·75	3·69	4·66	G. I. P.
88,213	0·42	0·19	0·28	16,82,431	8·00	3·59	5·38	M. & S. M.
16,755	0·26	0·12	0·20	3,66,552	5·72	2·75	4·37	N. S.
4,48,328	0·60	0·26	0·36	76,64,003	10·3	4·51	6·18	N. W.
17,054	0·23	0·07	0·14	4,14,501	5·55	1·59	3·30	S. I.
								3' 3½" Gauge.
22,156	0·18	0·07	0·13	8,31,159	6·81	2·85	4·75	A. B.
35,286	0·16	0·06	0·23	12,19,361	5·67	2·10	6·22	B. & N. W.
6,789	0·25	0·09	0·21	2,12,579	7·89	2·69	6·46	Bk. S.
1,71,477	0·66	0·30	0·50	28,18,513	10·8	4·91	8·29	B., B. & C. I.
13,703	0·08	0·04	0·07	13,94,763	7·96	3·79	6·99	E. B.
27,920	0·37	0·18	0·37	3,01,877	4·03	1·98	4·06	Jodhpur.
33,981	0·22	0·07	0·17	8,54,453	5·50	1·82	4·19	M. & S. M.
8,066	0·21	0·05	0·12	5,51,847	14·6	3·69	8·34	M. S.
9,929	0·26	0·09	0·17	2,41,065	6·27	2·06	4·11	N. S.
5,079	0·13	0·04	0·11	2,44,733	6·32	1·87	5·41	R. & K.
41,374	0·22	0·07	0·15	7,60,148	4·04	1·27	2·72	S. I.
								2' 6" & 2' 0" Gauges.
2,653	0·06	0·02	0·04	6,30,468	13·8	4·90	10·8	B. N.
175	0·03	0·01	0·02	92,181	17·4	3·75	9·79	B., B. & C. I.
32	0·03	0·00	0·02	8,291	6·61	1·05	5·20	E. B.
67	0·01	0·00	0·02	31,000	4·94	1·12	7·97	G. I. P.
367	0·14	0·02	0·14	25,105	9·89	1·67	9·40	M. S.
1,445	0·06	0·02	0·01	3,01,160	13·5	3·50	2·49	N. W.
20	0·22	0·06	0·09	699	0·77	0·19	0·31	S. I.†

TABLE C.—MAINTENANCE OF CARRIAGE

Railway	Total Operating Expenses—(C. III).				Appropriation to depreciation	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Amount.	Per 1,000 vehicle miles.
	144	145	146	147	148	149
5' 6" Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	3,45,271	0·68	0·33	0·49	50,53,419	9·97
Bombay, Baroda and Central India	3,98,519	1·64	0·86	0·84	40,94,497	16·9
Eastern Bengal	3,59,551	2·13	0·75	1·01	15,53,871	9·20
East Indian	19,23,024	1·67	0·87	1·24	78,09,281	6·78
Great Indian Peninsula	14,71,972	2·21	1·06	1·32	44,82,499	6·75
Madras and Southern Mahratta	2,62,591	1·25	0·56	0·84	16,84,358	8·01
Nizam's State	86,231	1·34	0·65	1·03	10,86,026	16·9
North Western	12,38,683	1·66	0·73	1·00	51,62,496	6·95
South Indian	1,42,625	1·91	0·55	1·14	4,98,234	6·68
3' 3½" Gauge.						
Assam Bengal	1,21,260	0·99	0·42	0·69	6,24,019	5·11
Bengal and North Western	1,53,922	0·71	0·27	0·79	7,12,511	3·31
Bikaner State	53,875	2·60	0·68	4·63	66,114	2·45
Bombay, Baroda and Central India	2,49,951	0·96	0·44	0·74	16,07,980	6·18
Eastern Bengal	1,95,840	1·20	0·57	1·05	8,41,304	5·13
Jodhpur	66,673	9·86	0·39	0·81	—1,262	—0·02
Madras and Southern Mahratta	1,17,459	0·76	0·25	0·58	14,02,721	9·03
Mysore State	75,888	2·02	0·50	1·15	3,71,750	9·87
Nizam's State	44,377	1·16	0·38	0·76	6,01,907	15·6
Rohilkund and Kumaon	54,737	1·41	0·42	1·20	1,52,238	3·94
South Indian	3,11,970	1·66	0·52	1·12	14,97,585	7·96
2' 6" and 2' 0" Gauges.						
Bengal Nagpur	80,204	1·75	0·62	1·38	1,51,963	3·32
Bombay, Baroda and Central ndia	17,909	3·37	0·73	1·90	6,258	1·18
Eastern Bengal	3,651	2·91	0·46	2·29	3,204	2·56
Great Indian Peninsul	9,323	1·49	0·34	2·39	..	..
Mysore State	3,455	1·36	0·23	1·29	675	0·26
North Western	80,983	3·63	0·94	0·67	2,04,870	9·19
South Indian*	4,259	4·65	1·17	1·88	19,233	21·0

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

AND WAGON STOCK—*concld.*

RESERVE FUND—(C. IV).		TOTAL WORKING EXPENSES—ABSTRACT C.				Railway
Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
150	151	152	153	154	155	
As.		Rs.	Rs.	As.		5' 6" GAUGE.
4·90	7·08	1,27,57,350	25·2	12·4	17·9	B. N.
8·82	8·67	82,05,294	33·9	17·7	17·4	B., B. & C. I.
3·25	4·38	45,29,117	26·8	9·46	12·8	E. B.
3·50	50·4	2,15,97,615	18·8	9·70	14·0	E. I.
3·22	4·01	1,21,60,995	18·3	8·73	10·9	G. I. P.
3·60	5·39	39,47,396	18·8	8·43	12·6	M. & S. M.
8·16	12·9	16,46,691	25·7	12·4	19·6	N. S.
3·04	4·16	1,50,68,652	20·3	8·87	12·1	N. W.
1·91	3·97	10,88,807	14·6	4·18	8·68	S. I.
						3' 3½" GAUGE.
2·14	3·57	17,21,745	14·1	5·91	9·84	A. B.
1·22	3·63	22,05,243	10·3	3·79	11·2	B. & N. W.
0·84	2·01	3,67,690	13·6	4·66	11·2	Bikaner State.
2·80	4·73	52,18,336	20·1	9·69	15·4	B., B. & C. I.
2·44	4·50	25,18,660	15·4	7·31	13·3	E. B.
—0·01	—0·02	4,78,245	6·31	3·10	6·37	Jodhpur.
2·98	6·89	25,39,118	16·4	5·40	12·5	M. & S. M.
2·49	5·62	10,36,136	27·5	6·93	15·7	M. S.
5·14	10·3	9,60,668	25·0	8·22	16·4	N. S.
1·17	3·36	4,81,385	12·4	3·69	10·6	R. & K.
2·49	5·35	26,48,664	14·1	4·41	9·47	S. I.
						2' 6" & 2' 0" GAUGES.
1·18	2·61	9,02,435	19·7	7·01	15·5	B. N.
0·25	0·67	1,21,422	22·9	4·94	12·9	B., B. & C. I.
0·41	2·01	15,604	12·5	1·98	9·79	E. B.
..	..	40,612	6·48	1·47	10·4	G. I. P.
0·04	0·26	30,903	12·29	2·05	11·6	M. S.
2·38	1·69	6,17 435	27·7	7·18	5·10	N. W.
5·28	8·52	24,795	27·1	6·81	11·0	S. I.

30.—*Analysis of operating expenses of*

TABLE E.—EXPENSES OF

Railway.	General Administration (E. I.).			Total Repairs and maintenance (E. II.).			Station Staff— (E. III. 3102.)		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	156	157	158	159	160	161	162	163	164
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	15,52,863	1·51	2·17	1,97,170	0·19	0·28	52,88,966	5·12	7·41
Bombay, Baroda and Central India	7,98,298	1·46	1·69	1,72,753	0·32	0·37	39,06,107	7·16	8·27
Eastern Bengal	7,50,052	1·57	2·11	76,089	0·16	0·22	33,27,121	6·95	9·38
East Indian	21,80,522	0·98	1·41	3,53,776	0·16	0·23	1,03,42,977	4·65	6·68
Great Indian Peninsula	16,58,368	1·09	1·48	2,29,366	0·15	0·21	71,52,521	4·70	6·40
Madras and Southern Mahratta	4,74,755	1·02	1·52	70,535	0·15	0·23	22,44,556	4·79	7·18
Nizam's State	1,93,801	1·46	2·31	10,212	0·08	0·12	4,48,338	3·37	5·34
North Western	16,35,028	0·96	1·32	2,65,066	0·16	0·21	1,06,32,421	6·26	8·57
South Indian	2,00,526	0·77	1·60	19,784	0·07	0·16	7,19,536	2·76	5·74
3′ 3½″ Gauge.									
Assam-Bengal	3,43,971	1·18	1·96	22,028	0·08	0·13	12,60,337	4·33	7·20
Bengal and North-Western	4,49,041	0·77	2·29	37,459	0·07	0·19	16,93,227	2·92	8·64
Bikaner State	62,611	0·79	1·90	16,256	0·21	0·50	1,87,746	2·38	5·70
Bombay, Baroda and Central India	5,32,097	0·93	1·57	70,258	0·12	0·21	23,94,293	4·17	7·04
Eastern Bengal	4,36,414	1·26	2·33	44,633	0·13	0·24	15,08,270	4·38	8·08
Jodhpur	1,89,974	1·23	2·53	33,009	0·21	0·44	4,22,695	2·74	5·63
Madras and Southern Mahratta	2,94,136	0·62	1·44	37,967	0·08	0·19	15,44,735	3·29	7·58
Mysore State	88,841	0·59	1·34	7,244	0·05	0·11	4,79,583	3·21	7·25
Nizam's State	1,49,428	1·20	2·40	6,620	0·06	0·11	4,21,451	3·60	7·19
Rohilkund and Kumaon	80,246	0·61	1·77	18,824	0·14	0·42	4,03,378	3·09	8·91
South Indian	4,71,859	0·73	1·69	36,433	0·05	0·13	19,84,228	3·06	7·09
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	67,891	0·53	1·17	8,888	0·07	0·15	4,11,746	3·20	7·08
Bombay, Baroda and Central India	9,022	0·37	0·96	2,792	0·11	0·30	49,358	2·01	5·24
Eastern Bengal	1,881	0·24	1·18	164	0·01	0·07	14,541	1·85	9·13
Great Indian Peninsula	..	..	..	76	0·00	0·02	35,480	1·29	9·14
Mysore State	4,518	0·30	1·69	368	0·02	0·14	24,370	1·62	9·13
North-Western	34,464	0·98	0·70	5,978	0·07	0·05	3,68,168	4·28	3·04
South Indian*	5,565	1·53	2·47	326	0·09	0·14	11,741	3·22	5·20

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

TRAFFIC DEPARTMENT.

Train Staff and their mileage and overtime—(E. III 3103 and 3104).			General Operating Staff (Inspectors, Canvassers, etc.) and Travelling Ticket Examining Staff—(E. III. 3104 and 3105).			Fires, lights and General Stores for stations and traffic yards and water and General Stores in trains.—(E. III. 3201 and 3202).			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
165	166	167	168	169	170	171	172	173	
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" Gauge.
16,71,307	1·62	2·34	3,69,624	0·36	0·52	2,84,760	0·28	0·40	Bengal-Nagpur.
6,09,066	1·12	1·29	2,27,503	0·42	0·48	2,29,414	0·42	0·49	Bombay, Baroda and Central India.
6,13,457	1·28	1·73	2,98,799	0·62	0·84	1,64,777	0·34	0·47	Eastern Bengal.
30,76,162	1·38	1·98	10,30,876	0·46	0·67	7,84,519	0·36	0·50	East Indian.
15,97,016	1·04	1·43	4,30,296	0·29	0·38	5,94,468	0·39	0·53	Great Indian Peninsula.
4,03,709	0·87	1·30	2,86,128	0·61	0·92	1,73,332	0·37	0·55	Madras and Southern Mahratta.
1,29,813	0·98	1·54	50,863	0·38	0·61	72,537	0·54	0·86	Nizam's State.
18,32,322	1·07	1·47	6,19,239	0·37	0·50	5,40,336	0·32	0·44	North Western.
2,04,170	0·78	1·63	62,320	0·24	0·50	60,565	0·23	0·49	South Indian.
									3' 3¾" Gauge.
2,56,229	0·88	1·46	1,36,486	0·47	0·79	45,843	0·16	0·27	Assam Bengal.
5,10,320	0·88	2·60	1,44,603	0·25	0·73	1,19,627	0·21	0·61	Bengal and North Western.
35,016	0·44	1·06	14,523	0·18	0·44	15,868	0·20	0·48	Bikaner State.
5,68,464	0·99	1·67	1,92,900	0·34	0·57	1,74,929	0·30	0·51	Bombay, Baroda and Central India.
3,57,444	1·04	1·92	1,87,539	0·54	1·00	94,062	0·28	0·50	Eastern Bengal.
1,19,045	0·78	1·59	48,763	0·31	0·65	53,568	0·35	0·71	Jodhpur.
3,76,946	0·79	1·85	1,89,614	0·40	0·93	1,09,841	0·23	0·54	Madras and Southern Mahratta.
1,12,766	0·75	1·71	29,479	0·20	0·45	38,668	0·26	0·59	Mysore State.
1,11,058	0·95	1·89	44,652	0·38	0·77	62,910	0·53	1·08	Nizam's State.
64,882	0·50	1·43	30,542	0·23	0·68	48,397	0·37	1·07	Rohilkund and Kumaon.
4,78,376	0·74	1·71	1,54,030	0·24	0·55	1,15,176	0·19	0·42	South Indian.
									2' 6" and 2' 0" Gauges.
1,62,696	1·26	2·80	34,428	0·27	0·59	29,982	0·23	0·52	Bengal Nagpur.
9,427	0·39	1·00	2,831	0·12	0·30	2,543	0·10	0·27	Bombay, Baroda and Central India.
412	0·05	0·26	900	0·12	0·57	434	0·05	0·27	Eastern Bengal.
8,821	0·32	2·24	2,294	0·08	0·59	1,501	0·05	0·38	Great Indian Peninsula.
5,736	0·38	2·15	1,489	0·10	0·56	1,967	0·13	0·73	Mysore State.
59,688	0·69	0·49	18,879	0·22	0·16	25,076	0·30	0·22	North Western.
5,177	1·42	2·29	2,152	0·59	0·95	495	0·14	0·22	South Indian.

TABLE E.—EXPENSES OF

Railway.	Clothing—(E. III. 3203).			Stationery, Forms and Tickets—(E. III. 3204).			Compensation for goods, etc., lost or damaged—(E. III. 3700).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	174	175	176	177	178	179	180	181	182
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	94,556	0·09	0·13	2,81,820	0·27	0·40	1,08,630	0·11	0·15
Bombay, Baroda and Central India	61,448	0·11	0·13	3,89,620	0·71	0·83	80,778	0·15	0·17
Eastern Bengal	36,209	0·08	0·10	2,81,932	0·59	0·79	55,508	0·12	0·16
East Indian	1,95,919	0·09	0·13	5,45,510	0·25	0·35	1,88,794	0·08	0·12
Great Indian Peninsula	63,378	0·04	0·06	3,97,279	0·26	0·36	1,77,074	0·12	0·16
Madras and Southern Mahratta	23,369	0·05	0·07	1,45,614	0·31	0·47	30,841	0·07	0·10
Nizam's State	14,729	0·11	0·18	51,741	0·39	0·62	5,821	0·04	0·07
North Western	2,47,892	0·14	0·20	5,84,665	0·34	0·47	1,34,210	0·08	0·11
South Indian	3,812	0·01	0·03	1,59,580	0·61	1·27	20,826	0·08	0·16
3′ 3½″ Gauge.									
Assam-Bengal	16,268	0·05	0·09	77,645	0·27	0·44	18,251	0·06	0·10
Bengal and North-Western	56,851	0·09	0·29	1,42,655	0·25	0·73	27,901	0·05	0·14
Bikaner State	7,515	0·10	0·23	26,822	0·34	0·82	10,709	0·14	0·33
Bombay, Baroda and Central India	30,112	0·05	0·09	1,79,701	0·31	0·53	52,740	0·09	0·16
Eastern Bengal	23,544	0·07	0·13	1,68,344	0·49	0·90	42,341	0·12	0·23
Jodhpur	11,974	0·08	0·16	42,520	0·28	0·57	10,848	0·07	0·14
Madras and Southern Mahratta	17,414	0·04	0·09	1,48,535	0·32	0·73	17,382	0·04	0·08
Mysore State	11,721	0·08	0·18	53,523	0·36	0·81	10,513	0·07	0·15
Nizam's State	19,298	0·17	0·33	29,139	0·25	0·50	3,186	0·03	0·05
Rohilkund and Kumaon	16,886	0·13	0·37	42,015	0·32	0·93	4,689	0·04	0·10
South Indian	45,559	0·07	0·16	2,67,058	0·41	0·95	28,507	0·04	0·10
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	10,567	0·08	0·18	4,538	0·03	0·08	..	..	..
Bombay, Baroda and Central India	344	0·03	0·09	6,958	0·28	0·74	86	0·00	0·01
Eastern Bengal	9	0·00	0·00	376	0·12	0·61	14	0·00	0·01
Great Indian Peninsula	..	..	..	155	0·01	0·04	..	..	..
Mysore State	596	0·04	0·21	2,726	0·18	1·02	535	0·04	0·20
North-Western	11,058	0·13	0·09	28,595	0·33	0·24	6,325	0·07	0·05
South Indian*	34	0·01	0·02	2,572	0·71	1·14	Nil	..	..

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

TRAFFIC DEPARTMENT—*concld.*

Total Operating Expenses—(E. III.)			Total Working Expenses—Abstract E.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
183	184	185	186	187	188	
Rs.	As.		Rs.	As.		5′ 6″ Gauge.
1,03,31,430	10·0	14·5	1,20,81,463	11·7	16·9	Bengal Nagpur.
51,84 082	9·50	11·0	61,55,133	11·3	13·1	Bombay, Baroda and Central India.
49,37,520	10·3	13·9	57,63,661	12·0	16·3	Eastern Bengal.
1,99,55,861	8·97	12·9	2,24,90,159	10·1	14·5	East Indian.
1,75,76,343	11·5	15·7	1,94,64,077	12·8	17·4	Great Indian Peninsula.
34,91,391	7·45	11·2	40,36,681	8·62	12·9	Madras and Southern Mahratta.
12,60,206	9·46	15·0	14,64,219	11·0	17·4	Nizam's State.
1,43,25,697	8·43	11·6	1,62,25,791	9·55	13·1	North Western.
15,47,096	5·94	12·3	17,67,406	6·78	14·1	South Indian.
						3′ 3½″ Gauge.
18,05,131	6·20	10·3	21,71,130	7·46	12·4	Assam-Bengal.
32,80,366	5·65	16·7	37,66,866	6·49	19·2	Bengal and North-Western.
4,17,170	5·28	12·7	4,96,037	6·28	15·1	Bikaner State.
44,51,930	7·75	13·1	50,54,285	8·80	14·9	Bombay, Baroda and Central India.
21,90,223	6·36	11·7	26,71,270	7·75	14·3	Eastern Bengal.
9,32,891	6·05	12·4	11,55,874	7·49	15·4	Jodhpur.
25,02,022	5·32	12·3	28,34,125	6·02	13·9	Madras and Southern Mahratta.
7,81,034	5·22	11·8	8,77,119	5·86	13·3	Mysore State.
9,78,935	8·37	16·7	11,25,983	9·63	19·2	Nizam's State.
6,09,152	4·67	13·5	7,08,222	5·42	15·7	Rohilkund and Kumaon.
36,36,683	5·61	13·0	41,44,975	6·39	14·8	South Indian.
						2′ 6″ and 2′ 0″ Gauges.
7,23,432	5·61	12·4	8,00,211	6·21	13·8	Bengal Nagpur.
1,27,373	5·18	13·5	1,39,187	5·66	14·8	Bombay, Baroda and Central India.
18,564	2·36	11·7	20,549	2·61	12·9	Eastern Bengal.
54,200	1·96	13·9	54,276	1·96	13·9	Great Indian Peninsula.
39,681	2·64	14·9	44,567	2·96	16·7	Mysore State.
5,92,552	6·89	4·90	6,82,994	7·94	5·60	North Western.
26,158	7·18	11·6	32,049	8·80	14·2	South Indian.*

30.—*Analysis of operating expenses of*

TABLE F.—EXPENSES OF

Railway.	General Administration, London Boards and Charges in India for Government supervision, control and audit (F. I. 1100 and 1200).			General Manager's and Divisional Superintendent's Offices—(F. I. 1300).			Accounts and Audit Department—(F. I. 1400).		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	189	190	191	192	193	194	195	196	197
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	2,65,298	0·26	0·37	4,91,488	0·48	0·69	13,43,711	1·30	1·88
Bombay, Baroda and Central India	1,74,491	0·32	0·37	3,29,102	0·60	0·70	8,76,190	1·61	1·85
Eastern Bengal	..	..	..	4,01,124	0·84	1·13	6,49,700	1·36	1·83
East Indian	..	..	..	13,67,676	0·61	0·88	25,83,693	1·16	1·67
Great Indian Peninsula	..	..	..	2,51,978	0·17	0·23	16,48,418	1·08	1·48
Madras and Southern Mahratta	1,94,760	0·42	0·62	2,04,444	0·43	0·65	5,78,721	1·23	1·85
Nizam's State	1,21,360	0·91	1·45	1,26,435	0·95	1·51	2,01,733	1·51	2·40
North Western	..	..	..	16,51,950	0·97	1·33	25,63,781	1·51	2·07
South Indian	85,489	0·33	0·69	1,18,494	0·45	0·94	2,93,273	1·13	2·33
3′ 3¾″ Gauge.									
Assam-Bengal	1,56,691	0·54	0·90	1,18,884	0·41	0·68	2,86,402	0·99	1·64
Bengal and North-Western	2,42,175	0·42	1·23	1,04,375	0·18	0·53	4,69,062	0·81	2·39
Bianer State	5,728	0·07	0·17	53,612	0·68	1·63	94,301	1·19	2·86
Bombay, Baroda and Central India	1,85,266	0·32	0·55	2,14,959	0·37	0·63	5,72,059	1·00	1·68
Eastern Bengal	..	..	..	2,35,135	0·68	1·26	3,80,841	1·11	2·04
Jodhpur	..	..	..	84,431	0·55	1·13	2,14,144	1·39	2·85
Madras and Southern Mahratta	1,97,125	0·42	0·97	1,20,018	0·26	0·59	3,94,778	0·84	1·94
Mysore State	20,333	0·14	0·31	62,568	0·42	0·95	1,45,109	0·97	2·19
Nizam's State	85,919	0·74	1·47	91,566	0·78	1·56	1,46,367	1·25	2·50
Rohilkund and Kumaon	79,852	0·61	1·76	50,762	0·39	1·12	1,37,066	1·05	3·03
South Indian	2,04,283	0·31	0·73	2,02,527	0·31	0·72	5,30,344	0·82	1·90
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	88,082	0·69	1·52	14,834	0·11	0·25	40,669	0·31	0·70
Bombay, Baroda and Central India	4,337	0·18	0·46	9,470	0·39	1·01	24,913	1·01	2·65
Eastern Bengal	..	..	..	1,663	0·21	1·04	2,695	0·34	1·69
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	956	0·06	0·36	2,941	0·20	1·10	6,821	0·45	2·55
North-Western	..	..	..	21,018	0·24	0·17	30,940	0·36	0·25
South Indian*	3,156	0·86	1·40	450	0·12	0·20	2,291	0·63	1·01

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

GENERAL DEPARTMENT.

Stores Department—(F. I. 1500).			Medical Department—(F. I. 1700).			Police—(F. I. 1800).			Railway.
Total amount.	Per train mile.	Percentage of Total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
198	199	200	201	202	203	204	205	206	
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
8,62,705	0·84	1·21	5,35,926	0·52	0·75	6,85,974	0·66	0·96	Bengal-Nagpur.
5,41,985	0·99	1·15	3,02,552	0·55	0·64	6,38,383	1·17	1·35	Bombay, Baroda and Central India.
5,21,553	1·09	1·47	3,12,852	0·65	0·88	4,18,733	0·88	1·18	Eastern Bengal.
16,37,710	0·74	1·06	9,04,453	0·40	0·59	14,86,883	0·67	0·96	East Indian.
9,76,118	0·64	0·87	6,67,594	0·44	0·60	9,61,359	0·63	0·86	Great Indian Peninsula
2,52,081	0·54	0·81	2,56,651	0·55	0·82	4,29,579	0·92	1·37	Madras and Southern Mahratta.
1,06,217	0·80	1·27	97,638	0·73	1·16	89,880	0·68	1·07	Nizam's State.
13,99,680	0·83	1·13	7,16,276	0·42	0·58	16,32,545	0·96	1·32	North Western.
1,62,668	0·63	1·30	1,07,463	0·41	0·86	1,27,082	0·49	0·01	South Indian.
									3′ 3½″ Gauge.
1,06,280	0·36	0·61	2,11,553	0·73	1·21	1,91,670	0·66	1·09	Assam-Bengal.
69,390	0·11	0·36	1,67,770	0·29	0·86	2,33,380	0·41	1·19	Bengal and North-Western.
30,080	0·39	0·91	—4,859	—0·06	—0·15	8,455	0·10	0·26	Bikaner State.
3,65,441	0·64	1·07	2,88,261	0·50	0·85	4,68,962	0·82	1·38	Bombay, Baroda and Central India.
1,52,418	0·44	0·82	1,81,839	0·53	0·97	2,46,397	0·72	1·32	Eastern Bengal.
91,233	0·59	1·22	37,002	0·24	0·49	48,178	0·31	0·64	Jodhpur.
1,35,950	0·29	0·67	1,65,104	0·35	0·81	2,08,213	0·44	1·02	Madras and Southern Mahratta.
47,729	0·32	0·72	41,824	0·28	0·63	36,638	0·24	0·55	Mysore State.
73,749	0·63	1·26	75,260	0·64	1·28	99,488	0·85	1·70	Nizam's State.
21,175	0·16	0·47	36,898	0·28	0·82	43,530	0·33	0·96	Rohilkund and Kumaon.
2,91,823	0·45	1·04	2,43,497	0·38	0·87	2,49,548	0·38	0·89	South Indian.
									2′ 6″ and 2′ 0″ Gauges.
26,039	0·20	0·45	38,331	0·30	0·66	57,662	0·45	0·99	Bengal Nagpur.
2,228	0·09	0·24	2,274	0·09	0·24	14,451	0·59	1·53	Bombay, Baroda and Central India.
635	0·08	0·40	526	0·07	0·33	1,046	0·13	0·66	Eastern Bengal.
..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
2,244	0·15	0·84	1,966	0·13	0·74	1,722	0·12	0·64	Mysore State.
16,140	0·19	0·13	28,836	0·33	0·24	62,881	0·73	0·52	North-Western
1,080	0·30	0·48	1,110	0·31	0·49	808	0·22	0·36	South Indian.*

30.—Analysis of operating expenses of

TABLE F.—EXPENSES OF GENERAL DEPARTMENT—*concld.*

Railway.	Total General Administration —(F. I.).			Total Repairs and Maintenance —(F. H.).			Total Working Expenses—Abstract F.		
	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.
	207	208	209	210	211	212	213	214	215
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal Nagpur	43,45,809	4·21	6·09	46,548	0·05	0·06	43,92,357	4·26	6·15
Bombay, Baroda and Central India	29,87,313	5·47	6·32	32,609	0·06	0·07	30,19,922	5·53	6·39
Eastern Bengal	23,76,779	4·97	6·79	29,881	0·06	0·08	24,06,660	5·03	6·78
East Indian	81,83,049	3·67	5·29	83,846	0·04	0·05	82,66,895	3·71	5·34
Great Indian Peninsula	47,11,108	3·10	4·22	52,449	0·03	0·04	47,63,557	3·13	4·26
Madras and Southern Mahratta	19,90,970	4·25	6·37	34,237	0·07	0·11	20,25,207	4·32	6·48
Nizam's State	7,62,173	5·72	9·08	5,335	0·04	0·06	7,67,508	5·76	9·14
North Western	81,20,997	4·78	6·55	47,895	0·03	0·04	81,68,892	4·81	6·59
South Indian	9,18,586	3·53	7·32	5,054	0·02	0·04	9,23,640	3·55	7·36
3′ 3½″ Gauge.									
Assam Bengal	11,11,574	3·82	6·35	5,310	0·02	0·03	11,16,884	3·84	6·38
Bengal and North-Western	13,01,362	2·24	6·64	26,202	0·05	0·13	13,27,564	2·29	6·77
Bikaner State	1,98,299	2·51	6·02	2,184	0·03	0·07	2,00,483	2·54	6·09
Bombay, Baroda and Central India	22,00,389	3·83	6·47	15,707	0·03	0·05	22,16,096	3·86	6·52
Eastern Bengal	12,39,312	3·60	6·64	7,887	0·02	0·04	12,47,199	3·62	6·68
Jodhpur	4,89,201	3·17	6·52	2,059	0·01	0·03	4,91,260	3·18	6·55
Madras and Southern Mahratta	12,63,804	2·69	6·21	10,237	0·02	0·05	12,74,041	2·71	6·26
Mysore State	3,74,582	2·51	5·66	2,087	0·01	0·03	3,76,669	2·52	5·69
Nizam's State	5,86,090	5·01	10·0	3,825	0·03	0·07	5,89,915	5·04	10·1
Rohilkund and Kumaon	3,96,324	3·03	8·76	11,657	0·09	0·26	4,07,981	3·12	9·02
South Indian	17,82,532	2·75	6·37	17,483	0·03	0·06	18,00,015	2·78	6·43
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	2,70,467	2·10	4·65	..	..	..	2,70,467	2·10	4·65
Bombay, Baroda and Central India	59,873	2·44	6·36	..	..	..	59,873	2·44	6·36
Eastern Bengal	6,869	0·87	4·31	51	0·01	0·03	6,920	0·88	4·34
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
Mysore State	17,608	1·17	6·59	97	0·01	0·03	17,705	1·18	6·62
North-Western	1,61,639	1·88	1·33	573	0·01	0·01	1,62,212	1·89	1·34
South Indian *	9,456	2·59	4·19	19	0·01	0·01	9,475	2·60	4·20

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

TABLE G.—MISCELLANEOUS EXPENSES.

Total General Administration—(G. I).			Total Operating Expenses—(G. III).			Total Working Expenses—Abstract G.			Railway.
Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	Total amount.	Per train mile.	Percentage of total working expenses.	
216	217	218	219	220	221	222	223	224	
Rs.	As.		Rs.	As.		Rs.	As.		5' 6" Gauge.
49,55,227	4·80	6·94	4,51,001	0·44	0·63	54,06,228	5·24	7·57	Bengal Nagpur.
33,91,353	6·21	7·18	84,675	0·16	0·16	34,76,028	6·37	7·36	Bombay, Baroda and Central India.
29,01,168	6·06	8·18	2,48,639	0·52	0·70	31,49,807	6·58	8·88	Eastern Bengal.
98,75,425	4·44	6·38	5,54,181	0·25	0·36	1,04,29,606	4·69	6·74	East Indian.
55,78,738	3·66	4·99	2,94,101	0·20	0·26	58,72,839	3·86	5·25	Great Indian Peninsula.
27,16,931	5·80	8·69	3,19,006	0·68	1·02	30,35,937	6·48	9·71	Madras and Southern Mahratta.
4,74,843	3·57	5·66	33,925	0·25	0·40	5,08,768	3·82	6·06	Nizam's State.
69,92,468	4·12	5·64	4,71,923	0·28	0·38	74,64,391	4·40	6·02	North Western.
8,27,159	3·18	6·59	1,15,105	0·44	0·92	9,42,264	3·62	7·51	South Indian.
									3' 3½" Gauge.
11,96,025	4·11	6·83	73,271	0·25	0·42	12,69,296	4·36	7·25	Assam Bengal.
7,97,640	1·37	4·07	531	0·00	0·00	7,98,171	1·37	4·07	Bengal and North Western.
1,34,221	1·70	4·07	43,394	0·55	1·32	1,77,615	2·25	5·39	Bikaner State
18,60,799	3·24	5·47	36,486	0·06	0·11	18,97,285	3·30	5·58	Bombay, Baroda and Central India.
11,99,250	3·48	6·42	26,316	0·08	0·14	12,25,566	3·56	6·56	Eastern Bengal.
4,19,605	2·72	5·59	3,95,658	2·56	5·27	8,15,263	5·28	10·9	Jodhpur.
10,77,151	2·29	5·29	1,88,159	0·40	0·92	12,65,310	2·69	6·21	Madras and Southern Mahratta.
2,48,907	1·66	3·76	16,184	0·11	0·24	2,65,091	1·77	4·00	Mysore State.
3,43,313	2·94	5·86	24,391	0·21	0·42	3,67,704	3·15	6·28	Nizam's State.
1,70,284	1·30	3·76	..	..	..	1,70,284	1·30	3·76	Rohilkund and Kumaon.
18,41,677	2·84	6·58	3,34,909	0·52	1·20	21,76,586	3·36	7·78	South Indian.
									2' 6" and 2' 0" Gauges.
1,40,831	1·09	2·42	6,320	0·05	0·11	1,47,151	1·14	2·53	Bengal Nagpur.
17,930	0·73	1·90	..	..	..	17,930	0·73	1·90	Bombay, Baroda and Central India.
5,775	0·74	3·63	176	0·02	0·11	5,951	0·76	3·74	Eastern Bengal.
6,888	0·25	1·77	..	..	..	6,888	0·25	1·77	Great Indian Peninsula.
12,338	0·82	4·62	799	0·05	0·30	13,137	0·87	4·92	Mysore State.
1,60,378	1·86	1·33	5,444	0·07	0·04	1,65,822	1·93	1·37	North Western.
3,376	1·01	1·63	276	0·08	0·12	3,952	1·99	1·75	South Indian.*

30.—Analysis of operating expenses of

TABLE H.—EXPENSES OF

Railway.	General Administration—(H. I.)				Electric Traction—Sub-Stations, overhead equipment, etc.,—Running and Workshop repairs—(H. II 2110 and 2120).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	225	226	227	228	229	230	231	232
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal-Nagpur	3,35,984	0·67	0·33	0·47	..	..	..	..
Bombay, Baroda and Central India	4,80,830	1·85	0·88	1·02	48,150	2·68	0·58	0·10
Eastern Bengal	3,49,767	2·07	0·73	0·99	..	..	..	..
East Indian	10,67,830	0·93	0·48	0·69	..	..	..	..
Great Indian Peninsula	12,16,376	6·32	2·42	1·09	4,51,718	4·28	1·59	0·40
Madras and Southern Mahratta	2,33,707	1·11	0·50	0·75	..	..	..	..
Nizam's State	29,462	0·46	0·22	0·35	..	..	..	..
North Western	7,71,650	1·04	0·45	0·62	..	..	..	..
South Indian	75,304	1·01	0·29	0·60	..	..	..	..
3′ 3½″ Gauge.								
Assam Bengal	93,511	0·77	0·32	0·53	..	..	..	..
Bengal and North Western	66,498	0·31	0·11	0·34	..	..	..	..
Bikaner State	4,193	0·15	0·06	0·13	..	..	..	..
Bombay, Baroda and Central India	2,33,210	0·90	0·41	0·69	..	..	..	..
Eastern Bengal	1,89,273	1·16	0·55	1·01	..	..	..	..
Jodhpur	4,762	0·06	0·03	0·06	..	..	..	..
Madras and Southern Mahratta	1,57,663	1·02	0·34	0·77	..	..	..	..
Mysore State	14,958	0·40	0·10	0·23	..	..	..	..
Nizam's State	22,439	0·58	0·19	0·38	..	..	..	..
Rohilkund and Kumaon	40,375	1·04	0·31	0·89	..	..	..	..
South Indian	2,50,953	1·30	0·39	0·90	14,170	1·95	0·26	0·05
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	3,182	0·07	0·03	0·06	..	..	..	..
Bombay, Baroda and Central India	326	0·06	0·01	0·04	..	..	..	..
Eastern Bengal	367	0·29	0·05	0·23	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	682	0·27	0·05	0·25	..	..	..	..
North Western	19,157	0·86	0·22	0·15	..	..	..	..
South Indian **	1,406	1·53	0·39	0·62	..	..	..	..

** Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

ELECTRICAL DEPARTMENT.

Rolling stock traction equipment—Multiple unit Stock—Running repairs—(H: II 2131).				Rolling Stock traction equipment—Electric Locomotive—Running repairs—(H. II 2132).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
233	234	235	236	237	238	239	240	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal-Nagpur.
21,724	1·21	0·27	0·05	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
43,345	1·62	0·33	0·04	*82,318	*1·04	*0·53	*0·07	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ Gauge.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
10,808	1·49	0·22	0·04	*9,953	*1·37	*1·87	*0·03	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.**

H9R/.

* Includes running repairs to Battery Locomotives.

EB

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Battery Locomotive—Running repairs—(H. II. 2133).				Rolling Stock traction equipment—Multiple unit Stock—Workshop repairs—(H. II. 2134).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	241	242	243	244	245	246	247	248
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
*Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	2,431	0·14	0·03	0·01	77,754	4·33	0·95	0·16
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	*	*	*	*	1,75,814	6·59	1·35	0·16
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3¾″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	*	*	*	*	10,904	1·50	0·23	0·04
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian ‡	..	..	..	..	..	..	..	..

* Included in Columns 237 to 240.
‡ Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Rolling Stock traction equipment—Electric Locomotive—Workshop repairs—(H. II. 2135).				Rolling Stock traction equipment—Battery Locomotive—Workshop repairs—(H. II. 2136).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
249	250	251	252	253	254	255	256	
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	3,348	0·19	0·04	0·01	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
*1,06,235	*1·35	*0·69	*0·10	†	†	†	†	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3′ 3¾″ Gauge.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
*3,498	*0·48	*0·66	*0·01	†	†	†	†	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Wsetern.
..	..	..	..	..	..	..	..	South Indian.‡

* Includes workshop repairs to Battery Locomotives.
† Included in columns 249 to 252.

30.—Analysis of operating expenses of

TABLE H.—EXPENSES

Railway.	Rolling Stock traction equipment—Body Work under Frames, bogies, etc.—Running and Workshop repairs and other items—(H. II. 2140 and 2150).				Total Electric traction and Rolling Stock traction equipment—(H. II. 2100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	257	258	259	260	261	262	263	264
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	4,13,921	23·1	5·07	0·87	5,67,328	31·6	6·94	1·20
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	10,04,892	9·52	3·53	0·89	18,64,322	17·7	6·54	1·66
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3½″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	64,052	8·80	1·20	0·23	1,13,385	15·6	2·12	0·40
3′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian*	..	..	..	..	..	..	..	..

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric General Services—Electric plant and equipment, Miscellaneous equipment and New Minor Works—(H. H. 2200).				Electric Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus, Miscellaneous equipment and New Minor Works—(H. H. 2300).				Railway.
Total amount.	Per 1,000 vehicle-miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle-miles.	Per train mile.	Percentage of total working expenses.	
265	266	267	268	269	270	271	272	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
8,90,410	1·76	0·86	1·25	6,57,275	1·20	0·64	0·92	Bengal Nagpur.
6,56,975	2·52	1·20	1·39	2,49,147	0·96	0·46	0·53	Bombay, Baroda and Central India.
5,89,875	3·49	1·23	1·66	3,77,744	2·24	0·79	1·07	Eastern Bengal.
20,06,254	1·74	0·90	1·30	13,18,262	1·14	0·60	0·85	East Indian.
16,55,322	2·39	1·09	1·48	7,23,846	1·05	0·47	0·65	Great Indian Peninsula.
3,76,516	1·79	0·80	1·21	1,70,031	0·81	0·36	0·54	Madras and Southern Mahratta.
53,899	0·84	0·41	0·64	67,999	1·06	0·51	0·81	Nizam's State.
19,02,751	2·56	1·12	1·53	8,74,533	1·18	0·52	0·71	North Western.
1,40,580	1·88	0·54	1·12	89,079	1·19	0·34	0·71	South Indian.
								3' 3½" Gauge.
2,98,289	2·44	1·63	1·70	76,412	0·62	0·26	0·44	Assam Bengal.
2,23,508	1·04	0·39	1·14	1,51,385	0·71	0·26	0·77	Bengal and North Western.
44,014	1·63	0·56	1·34	38,355	1·43	0·49	1·16	Bikaner State.
5,33,745	2·05	0·93	1·57	2,79,076	1·07	0·48	0·82	Bombay, Baroda and Central India.
2,97,261	1·81	0·86	1·69	2,37,706	1·45	0·69	1·28	Eastern Bengal.
59,870	0·80	0·39	0·80	1,12,444	1·48	0·73	1·50	Jodhpur.
1,57,604	1·02	0·34	0·77	2,16,085	1·39	0·45	1·06	Madras and Southern Mahratta.
30,972	0·82	0·21	0·47	13,833	0·37	0·09	0·21	Mysore State.
30,624	0·80	0·26	0·52	1,21,510	3·16	1·04	2·07	Nizam's State.
..	..	..	..	28,554	0·74	0·23	0·63	Rohilkund and Kumaon.
4,18,681	2·16	0·65	1·50	2,00,240	1·04	0·31	0·72	South Indian.
								2' 8" and 2' 0" Gauges.
18,972	0·42	0·15	0·33	43,141	0·94	0·33	0·74	Bengal Nagpur.
940	0·17	0·04	0·10	5,871	1·11	0·24	0·62	Bombay, Baroda and Central India.
152	0·12	0·02	0·10	1,369	1·09	0·17	0·86	Eastern Bengal.
1,474	0·23	0·05	0·38	..	..	..	..	Great Indian Peninsula.
1,415	0·56	0·09	0·53	631	0·25	0·04	0·24	Mysore State.
67,599	3·03	0·79	0·56	64,988	2·91	0·75	0·54	North Western.
581	0·63	0·16	0·26	2,060	2·25	0·57	0·91	South Indian.*

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Repairs and Maintenance—(H. II.).				Electric Traction—Running Staff—(H. III. 3110).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	273	274	275	276	277	278	279	280
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal Nagpur	15,47,685	3·05	1·50	2·17	..	..	..	..
Bombay, Baroda and Central India	14,73,452	5·66	2·70	3·12	4,22,053	23·5	5·16	0·89
Eastern Bengal	9,67,619	5·73	2·02	2·73	..	..	..	..
East Indian	33,24,516	2·89	1·50	2·15	..	..	..	..
Great Indian Peninsula	42,43,490	6·14	2·79	3·79	16,70,892	15·8	5·86	1·51
Madras and Southern Mahratta	5,46,547	2·60	1·16	1·75	..	..	..	..
Nizam's State	1,21,898	1·90	0·92	1·45	..	..	..	..
North Western	27,77,284	3·74	1·64	2·24	..	..	..	..
South Indian	2,29,659	3·07	0·88	1·83	..	..	..	..
3′ 3½″ Gauge.								
Assam Bengal	3,74,701	3·06	1·29	2·14	..	..	..	..
Bengal and North Western	3,75,373	1·75	0·65	1·91	..	..	..	..
Bikaner State	82,369	3·06	1·04	2·50	..	..	..	..
Bombay, Baroda and Central India	8,12,821	3·12	1·41	2·39	..	..	..	..
Eastern Bengal	5,34,967	3·26	1·55	2·87	..	..	..	..
Jodhpur	1,72,314	2·28	1·12	2·30	..	..	..	..
Madras and Southern Mahratta	3,73,689	2·41	0·79	1·83	..	..	..	..
Mysore State	44,805	1·19	0·39	0·68	..	..	..	..
Nizam's State	1,52,134	3·96	1·30	2·69	..	..	..	..
Rohilkund and Kumaon	28,554	0·74	0·21	0·63	..	..	..	..
South Indian	7,32,306	3·79	1·13	2·62	82,400	11·3	1·54	0·29
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	62,113	1·36	0·48	1·07	..	..	..	..
Bombay, Baroda and Central India	6,811	1·28	0·28	0·72	..	..	..	..
Eastern Bengal	1,521	1·21	0·19	0·96	..	..	..	..
Great Indian Peninsula	1,474	0·23	0·05	0·38	..	..	..	..
Mysore State	2,046	0·81	0·13	0·77	..	..	..	..
North Western	1,32,587	5·94	1·54	1·10	..	..	..	..
South Indian*	2,641	2·88	0·73	1·17	..	..	..	..

* Lines closed

Class I Railways for the year 1941-42—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

Electric traction—Electric current—(H. III. 3140).				Electric traction—Examiners, cleaners, oilers, etc.—(H. III. 3150).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
281	282	283	284	285	286	287	288	
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
..	..	..	..	..	..	..	..	Bengal Nagpur.
11,76,049	65·4	14·4	2·49	52,844	2·94	0·65	0·11	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	East Indian.
13,30,291	12·6	4·67	1·19	72,625	0·69	0·26	0·06	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.
								3' 3½" Gauge.
..	..	..	..	..	..	..	..	Assam Bengal.
..	..	..	..	..	..	..	..	Bengal and North Western.
..	..	..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Jodhpur.
..	..	..	..	..	..	..	..	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	Nizam's State.
..	..	..	..	..	..	..	..	Rohilkund and Kumaon.
2,02,245	27·8	3·77	0·72	9,612	1·32	0·18	0·04	South Indian.
								2' 6" and 2' 0" Gauges.
..	..	..	..	..	..	..	..	Bengal Nagpur.
..	..	..	..	..	..	..	..	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	Great Indian Peninsula.
..	..	..	..	..	..	..	..	Mysore State.
..	..	..	..	..	..	..	..	North Western.
..	..	..	..	..	..	..	..	South Indian.*

on 31-10-41.

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Electric traction—Oil waste, other stores and Miscellaneous expenses—(H. III. 3160 and 3170).				Total Electric traction—Operating Expenses—(H. III. 3100).			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	289	290	291	292	293	294	295	296
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	35,219	1·96	0·43	0·08	16,86,165	93·8	20·6	3·57
Eastern Bengal	..	..	..	..	..	..	..	..
East Indian	..	..	..	..	..	..	..	..
Great Indian Peninsula	1,14,523	1·08	0·40	0·10	31,88,331	30·2	11·2	2·86
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian	..	..	..	..	..	..	..	..
3′ 3½″ Gauge.								
Assam Bengal	..	..	..	..	..	..	..	..
Bengal and North Western	..	..	..	..	..	..	..	..
Bikaner State	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	—85	..	..	..	—85	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Jodhpur	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
Nizam's State	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	..	..	..	..	..	..
South Indian	8,634	1·19	0·16	0·03	3,02,891	41·6	5·65	1·08
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..
Eastern Bengal	..	..	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..
Mysore State	..	..	..	..	..	..	..	..
North Western	..	..	..	..	..	..	..	..
South Indian*	..	..	..	..	..	..	..	..

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

OF ELECTRICAL DEPARTMENT—*contd.*

General Services—Supply of energy for Power and Lighting, other operating labour and stores and Miscellaneous expenses—(H. III. 3200).				Communication Services—Train Movement Instruments and Apparatus, Communication circuits and Apparatus and Miscellaneous—(H. III.-3300).				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
297	298	299	300	301	302	303	304	
								5′ 6″ Gauge.
Rs.	Rs.	As.		Rs.	Rs.	As.		
2,78,338	0·55	0·27	0·39	6,63,610	0·72	0·35	0·51	Bengal-Nagpur.
3,59,631	1·38	0·66	0·76	3,26,268	1·25	0·60	0·69	Bombay, Baroda and Central India.
—87,543	—0·52	—0·18	—0·25	1,28,761	0·76	0·27	0·36	Eastern Bengal.
3,74,815	0·33	0·17	0·24	5,92,843	0·51	0·26	0·38	East Indian.
2,50,630	0·36	0·17	0·23	4,61,556	0·67	0·30	0·41	Great Indian Peninsula.
2,03,885	0·97	0·44	0·65	1,23,127	0·58	0·26	0·39	Madras and Southern Mahratta.
1,880	0·03	0·01	0·02	60,669	0·95	0·46	0·73	Nizam's State.
4,14,447	0·56	0·24	0·33	7,10,322	0·75	0·42	0·57	North Western.
65,782	0·88	0·25	0·52	39,347	0·53	0·15	0·32	South Indian.
								3′ 3½″ Gauge.
1,56,997	1·29	0·54	0·90	83,220	0·68	0·29	0·47	Assam-Bengal.
1,47,358	0·69	0·25	0·75	1,41,167	0·65	0·25	0·72	Bengal and North-Western.
72,049	2·67	0·91	2.19	27,096	1·01	0.34	0.82	Bikaner State.
1,30,432	0·50	0·23	0·38	2,64,293	1·02	0·46	0·78	Bombay, Baroda and Central India.
35,654	0·22	0·10	0·19	56,934	0·34	0·17	0·31	Eastern Bengal.
42,605	0·56	0·28	0·57	40,993	0·54	0·26	0·55	Jodhpur.
64,660	0·42	0·14	0·32	1,05,665	0·68	0·22	0·52	Madras and Southern Mahratta.
58,757	1·56	0·39	0·89	32,584	0·86	0·22	0·49	Mysore State.
1,271	0·03	0·01	0·02	47,073	1·23	0·40	0·81	Nizam's State.
56,923	1·47	0·44	1·26	..	..	..	..	Rohilkund and Kumaon.
1,65,550	0·86	0·26	0·59	79,778	0·41	0·12	0·29	South Indian.
								2′ 6″ and 2′ 0″ Gauges.
6,091	0·13	0·05	0·10	17,386	0·38	0·13	0·30	Bengal Nagpur.
677	0·12	0·03	0·07	4,320	0·81	0·18	0·46	Bombay, Baroda and Central India.
..	..	..	..	7	0·01	0·00	0·00	Eastern Bengal.
100	0·02	0·00	0·03	197	0·03	0·01	0·04	Great Indian Peninsula.
2,684	1·06	0·18	1·01	1,488	0·58	0·10	0·55	Mysore State.
—83	—0·00	—0·00	—0·00	14,119	0·63	0·16	0·12	North Western.
2	0·00	0·00	0·00	352	0·39	0·09	0·16	South Indian. *

30.—*Analysis of operating expenses of*

TABLE H.—EXPENSES

Railway.	Total Operating Expenses—(H. III).				Appropriation to Depreciation Reserve Fund—(H. IV)			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.
	305	306	307	308	309	310	311	312
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bengal Nagpur	6,41,948	1·27	0·62	0·90	1,79,302	0·35	0·17	0·25
Bombay, Baroda and Central India	23,72,064	9·11	4·35	5·02	1,01,728	0·39	0·19	0·22
Eastern Bengal	41,218	0·24	0·09	0·11	57,551	0·34	0·12	0·16
East Indian	9,67,658	0·84	0·43	0·62	3,55,639	0·31	0·16	0·23
Great Indian Peninsula	39,00,520	5·64	2·56	3·50	23,16,523	3·35	1·52	2·08
Madras and Southern Mahratta	3,27,012	1·55	0·70	1·04	27,889	0·13	0·06	0·09
Nizam's State	62,549	0·98	0·47	0·75	..	..	..	..
North Western	11,25,069	1·51	0·66	0·91	8,66,646	1·17	0·51	0·70
South Indian	1,05,129	1·41	0·40	0·84	16,919	0·23	0·07	0·13
3′ 3½″ Gauge.								
Assam-Bengal	2,40,217	1·97	0·83	1·37	41,601	0·34	0·14	0·24
Bengal and North Western	2,88,525	1·34	0·50	1·47	6,292	0·03	0·01	0·03
Bikaner State	99,145	3·68	1·25	3·01	..	..	..	..
Bombay, Baroda and Central India	3,94,640	1·52	0·69	1·16	15,611	0·06	0·03	0·04
Eastern Bengal	92,588	0·56	0·27	0·50	32,157	0·20	0·09	0·17
Jodhpur	83,598	1·10	0·54	1·12	..	..	..	..
Madras and Southern Mahratta	1,70,325	1·10	0·36	0·84	13,386	0·08	0·03	0·07
Mysore State	91,341	2·42	0·61	1·38	..	..	..	..
Nizam's State	48,344	1·26	0·41	0·83	..	..	..	..
Rohilkund and Kumaon	56,923	1·47	0·44	1·26	..	..	..	..
South Indian	5,48,219	2·83	0·84	1·96	50,857	0·26	0·08	0·18
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	23,477	0·51	0·18	0·40	..	..	..	..
Bombay, Baroda and Central India	4,320	0·81	0·18	0·46	—1	—0·00	—0·00	—0·00
Eastern Bengal	7	0·01	0·00	0·00	119	0·10	0·02	0·07
Great Indian Peninsula	297	0·05	0·01	0·07	..	..	..	..
Mysore State	4,172	1·64	0·28	1·56	..	..	..	..
North Western	14,036	0·63	0·16	0·12	6,901	0·31	0·08	0·06
South Indian*	354	0·39	0·09	0·16	653	0·72	0·18	0·29

* Lines closed on 31-10-41.

Class I Railways for the year 1941-42—contd.

OF ELECTRICAL DEPARTMENT—*concld*

Total Working Expenses—Abstract H.				tallway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses.	
313	314	315	316	317
Rs.	Rs.	Rs.		5' 6" Gauge.
27,04,919	5·34	2·62	3·79	Bengal-Nagpur.
44,28,074	17·9	3·11	9·38	Bombay, Baroda and Central India.
14,16,155	8·38	2·96	3·99	Eastern Bengal.
57,15,643	4·97	2·57	3·69	East Indian.
1,16,76,909	16·9	7·67	10·5	Great Indian Peninsula.
11,35,155	5·39	2·42	3·63	Madras and Southern Mahratta.
2,13,909	3·34	1·61	2·55	Nizam's State.
55,40,649	7·46	3·26	4·47	North Western.
4,27,011	5·72	1·64	3·40	South Indian.
				3' 3½" Gauge.
7,50,030	6·14	2·58	4·29	Assam-Bengal.
7,36,688	3·43	1·27	2·75	Bengal and North Western.
1,85,707	6·89	2·35	5·64	Bikaner State.
14,56,282	5·60	2·54	4·28	Bombay, Baroda and Central India.
8,48,935	5·18	2·45	4·55	Eastern Bengal.
2,60,674	3·44	1·69	3·48	Jodhpur.
7,15,063	4·61	1·52	3·51	Madras and Southern Mahratta.
1,51,104	4·01	1·01	2·29	Mysore State.
2,22,917	5·80	1·90	3·80	Nizam's State.
1,25,852	3·25	0·96	2·78	Rohilkund and Kumaon.
15,82,335	8·18	2·44	5·66	South Indian.
				2' 6" and 2' 0" Gauges.
88,772	1·94	0·69	1·53	Bengal Nagpur.
11,456	2·15	0·47	1·22	Bombay, Baroda and Central India.
2,014	1·61	0·26	1·26	Eastern Bengal.
1,771	0·23	0·06	0·45	Great Indian Peninsula.
6,900	2·72	0·45	2·58	Mysore State.
1,72,681	7·74	2·00	1·43	North Western.
5,054	5·52	1·39	2·24	South Indian.

30.—*Analysis of operating expenses of Class I Railways for the year 1941-42*—concld.

TABLES A TO H.

Summary.

NOTE.—Upto the year 1935-36, the figures of total working expenses of Other than State-managed railways (Class I) included actual expenditure on 'Replacements and Renewals' but from 1936-37 all Class I railways (except B. & N. W., R. & K., Jodhpur and N. S. railways in respect of Other than State-owned portions of their railways systems) include the figures of 'Appropriation to Depreciation Reserve Fund' instead.

Railway.	General Administration.		Repairs and Maintenance.		Operating Expenses.		Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
318	319	320	321	322	323	324	325	326	327
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,54,98,959	21·7	2,05,14,695	28·7	2,32,66,323	32·6	1,21,12,843	17·0	7,13,92,820
Bombay, Baroda and Central India	97,21,253	20·6	1,33,20,049	28·2	1,57,03,634	33·3	84,77,221	17·9	4,72,22,157
Eastern Bengal	84,27,399	23·8	1,13,04,448	31·9	99,84,881	28·2	57,55,080	16·2	3,54,71,808
East Indian	2,87,74,113	18·6	5,52,31,088	35·7	4,57,20,000	29·5	2,50,88,292	16·2	15,48,13,493
Great Indian Peninsula	1,86,34,487	16·7	3,14,03,049	28·1	4,28,95,444	38·4	1,88,18,217	16·8	11,17, 51,197
Madras and Southern Mahratta	70,90,986	22·7	69,53,146	22·3	1,16,32,148	37·2	55,79,410	17·8	3,12,55,690
Nizam's State	20,63,620	24·6	19,91,215	23·7	27,98,731	33·3	(*b*) 15,40,303	18·4	83,93,869
North Western	2,37,74,472	19·2	3,06,73,495	24·7	4,64,41,653	37·4	2,31,47,536	18·7	12,40,37,156
South Indian	26,92,643	21·5	26,41,724	21·1	52,84,829	42·1	19,21,955	15·3	1,25,41,151
3′ 3⅜″ GAUGE.									
Assam Bengal	39,34,638	22·5	47,26,708	27·0	46,84,565	26·8	41,60,128	23·8	1,75,06,039
Bengal and North Western	36,90,104	18·8	51,49,387	26·3	78,01,710	39·8	(*b*) 29,66,190	15·1	1,96,07,391
Bikaner State	6,01,701	18·3	10,66,358	32·4	14,01,329	42·6	2,22,928	6·77	32,92,316
Bombay, Baroda and Central India	72,93,772	21·2	1,11,65,220	32·8	1,17,22,468	34·5	39,02,863	11·5	3,39,94,323
Eastern Bengal	40,70,862	21·8	59,36,103	31·8	54,53,390	29·2	32,15,744	17·2	1,86,76,099
Jodhpur	16,03,245	21·3	23,17,223	30·9	31,58,501	42·1	(*b*) 4,25,670	5·67	75,04,649
Madras and Southern Mahratta	39,52,896	19·4	50,00,015	24·6	80,31,273	39·5	33,81,037	16·6	(*a*) 2,03,65,221
Mysore State	9,96,270	15·1	19,00,457	28·7	26,50,503	40·1	10,66 621	16·1	66,13,851
Nizam's State	15,55,645	26·6	15,23,787	26·0	19,67,202	33·6	(*b*) 8,13,050	13·9	58,59,684
Rohilkund and Kumaon	9,22,526	20·4	12,09,147	26·7	16,25,181	35·9	(*b*) 7,69,602	17·0	45,26,456
South Indian	60,89,508	21·8	58,79,686	21·0	1,02,27,388	36·6	57,75,869	20·7	2,79,72,451
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	8,67,849	14·9	21,81,365	37·5	17,30,594	29·8	10,37,258	17·8	58,17,066
Bombay, Baroda and Central India	1,40,171	14·9	3,89,529	41·4	3,52,250	37·4	59,604	6·33	9,41,554
Eastern Bengal	18,421	11·6	65,636	41·2	63,385	39·8	11,869	7·45	1,59,311
Great Indian Peninsula	29,011	7·45	1,66,965	42·9	1,93,511	49·7	..	..	3,89,487
Mysore State	47,784	17·9	88,337	33·1	1,29,533	48·5	1,377	0·52	2,67,031
North Western	8,24,895	6·81	80,54,269	66·5	17,19,514	14·2	15,05,426	12·4	1,21,04,104
South Indian*	41,956	18·6	32,452	14·4	77,143	34·2	74,192	32·9	2,25,743

(*a*) Excludes Rs. 4,38,115, the expenses of Mormugao Harbour.

(*b*) Includes expenditure on account of Replacements and Renewals for other than State-owned portions as under :—

B. & N. W. Railway (Company's portion) .. .. .. Rs. 12,18,784.
Jodhpur Railway (Durbar lines) .. .. Rs. 2,02,888.
Nizam's State Railway (H. E. H.'s Government lines) .. .. Rs. 22,76,686 (B.G. Rs. 15,10,193 and M.G. Rs. 7,66,493.)
Rohilkund and Kumaon Railway (Company's portion) .. .. Rs. 3,20,795.

* Lines closed on 31-10-41.

31.—*Statement of Oil Consumption on Class I Railways during the years 1940-41 and 1941-42.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental).				Lubricating oil used on Coaching, Goods, and Departmental Vehicles	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4-wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.							
Bengal Nagpur	*1940-41*	*305,752*	*682,156*	*4·55*	*6·39*	*487,025*	*1·00*
	1941-42	495,778	1,068,540	7·30	9·30	517,867	1·00
Bombay, Baroda and Central India	*1940-41*	*278,876*	*172,473*	*5·60*	*6·24*	*303,325*	*1·34*
	1941-42	253,435	214,149	5·60	6·35	301,230	1·22
Eastern Bengal	*1940-41*	*510,193*	*141,812*	*8·72*	*7·67*	*233,242*	*1·35*
	1941-42	516,482	150,754	8·87	8·02	227,561	1·33
East Indian	*1940-41*	*1,732,777*	*1,767,989*	*9·41*	*10·6*	*1,393,900*	*1·26*
	1941-42	1,808,141	1,986,916	9·78	11·3	1,295,671	1·11
Great Indian Peninsula	*1940-41*	*‡959,653*	*‡1,053,694*	*‡7·69*	*‡10·2*	*661,535*	*1·10*
	1941-42	936,306	1,317,884	7·98	10·8	724,838	1·07
Madras and Southern Mahratta	*1940-41*	*434,486*	*320,551*	*10·3*	*10·8*	*154,528*	*0·76*
	1941-42	493,250	335,809	10·4	10·2	165,337	0·77
Nizam's State	*1940-41*	*78,603*	*65,600*	*6·75*	*7·37*	*36,240*	*0·45*
	1941-42	83,973	78,647	6·95	7·24	34,794	0·53
North Western	*1940-41*	*1,599,356*	*1,068,477*	*8·70*	*11·4*	*1,172,059*	*1·68*
	1941-42	1,672,520	1,264,454	9·05	11·9	1,142,897	1·51
South Indian	*1940-41*	*375,485*	*115,326*	*11·6*	*10·6*	*63,351*	*0·86*
	1941-42	340,709	159,558	11·3	11·3	66,198	0·87
Total	*1940-41*	*6,325,181*	*5,388,078*	*8·33*	*9·51*	*4,495,205*	*1·24*
	1941-42	6,600,594	6,576,711	8·82	10·4	4,476,393	1·15
3′ 3¼″ GAUGE.							
Assam Bengal	*1940-41*	*209,124*	*66,263*	*5·59*	*6·75*	*98,736*	*0·81*
	1941-42	209,728	71,809	5·57	6·87	93,808	0·76
Bengal and North Western	*1940-41*	*274,038*	*165,230*	*4·57*	*4·96*	*252,444*	*1·12*
	1941-42	269,916	171,673	4·54	5·06	225,241	1·00
Bikaner State	*1940-41* (a)	..	..	..	..	..	..
	1941-42	81,978	5,244	6·57	6:99	87,133	3·13
Bombay, Baroda and Central India	*1940-41*	*270,506*	*179,345*	*4·50*	*4·51*	*376,414*	*1·37*
	1941-42	248,999	199,103	4·68	4·78	299,287	1·13
Eastern Bengal	*1940-41*	*225,073*	*79,605*	*6·36*	*5·45*	*174,059*	*1·12*
	1941-42	249,458	79,746	6·45	5·45	162,643	0:98
Jodhpur	*1940-41*	*115,889*	*34,592*	*5·77*	*5·27*	*51,816*	*0·70*
	1941-42	122,550	42,003	6·41	5·50	45,138	0·58
Madras and Southern Mahratta	*1940-41*	*364,001*	*234,058*	*7·81*	*9·32*	*173,508*	*1·22*
	1941-42	369,839	286,602	7·97	8·71	173,041	1·07
Mysore State	*1940-41*	*72,044*	*47,738*	*4·32*	*5·95*	*83,936*	*2·29*
	1941-42	72,216	48,504	4·31	5·89	74,982	1·79
Nizam's State	*1940-41*	*73,854*	*33,672*	*5·65*	*6·96*	*18,545*	*0·52*
	1941-42	72,013	40,652	5·51	6·99	23,311	0·58
Rohilkund and Kumaon	*1940-41*	*66,829*	*21,630*	*4·46*	*3·51*	*50,439*	*1·24*
	1941-42	65,534	26,126	4·47	3·89	31,184	0·70
South Indian	*1940-41*	*504,202*	*145,335*	*6·71*	*6·33*	*127,596*	*0·67*
	1941-42	485,823	168,314	6·74	6·54	123,322	0 64
Total	*1940-41*	*2,175,560*	*1,007.468*	*5·73*	*5·89*	*1,407,493*	*1·09*
	1941-42	2,248,054	1,139,776	5·86	6·05	1,339,090	0·98

‡ Includes Oil consumption and mileage on account of shunting and Departmental Services of Electric Locomotives.

(a) Included in class II Railways.

31.—*Statement of Oil Consumption on Class I Railways during the years 1940-41 and 1941-42*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2' 6" and 2' 0" Gauges.			
Bengal Nagpur	*1940-41*	*89,957*	*3·57*
	1941-42	103,422	4·03
Bombay, Baroda and Central India	*1940-41*	*22,994*	*4·75*
	1941-42	21,187	4·72
Eastern Bengal	*1940-41*	*11,713*	*9·21*
	1941-42	11,850	9·26
Great Indian Peninsula	*1940-41*	*53,831*	*10·2*
	1941-42	47,960	10·3
Mysore State	*1940-41*	*14,490*	*5·47*
	1941-42	13,792	5·11
North Western	*1940-41*	*124,115*	*9·05*
	1941-42	156,729	9·03
South Indian	*1940-41*	*7,821*	*5·98*
	1941-42	3,126	5·08
Total	*1940-41*	*324,921*	*5·96*
	1941-42	358,066	6·31

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1940-41 and 1941-42.*

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Church Gate to Grant Road, (2) Grant Road to Bandra (Through lines) (3) Grant Road to Bandra (Local Lines) (4) Bandra to Borivli (Local Lines). §§ (5) Borivli to Virar (Main Line).	(1) Victoria Terminus to Kurla (Harbour Branch), (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan. ‡	Madras Beach to Tambaram.
2. Date of first opening for public service		5th January 1928.	3rd February 1925	11th May 1931.
3. Mileage equipped for electric service on 31st March		§§ 1st Sept. 1936.		
3·01. Route mileage	*1941*	*36·80*	*44·00*	*18·14*
	1942	36·80	44·00	18·14
3·02. Track mileage (excluding sidings)	*1941*	*91·60*	*88·00*	*36·28*
	1942	91·60	88·00	36·28
4. Mileage open for electric service on 31st March.	*1941*	*36·80*	*44·00*	*18·14*
	1942	36·80	50·00	18·14
5. No. of sub-powen stations on 31st March	*1941*	*4*	*4*	*4*
	1942	4	4	4
6. No. of electric railway stations on 31st March	*1941*	*27*	*28*	*14*
	1942	27	29	14
7. Mileage of transmission cable on 31st March	*1941*	*†79·14*	***48·78*	*41·48*
	1942	†79·14	@48·83	41·48
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1940-41*	*40*	*§53*	*24*
	1941 42	40	§53	24
8·02. Trailer coaches	*1940-41*	*120*	*153*	*48*
	1941-42	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1940-41*	*40*	*§53*	*24*
	1941-42	40	§53	24
9·02. Trailer coaches	*1940-41*	*120*	*153*	*48*
	1941-42	120	153	48
9·03. Train units*	*1940-41*	*40*	*51*	*24*
	1941-42	40	51	24
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1940-41*	*2*	*6*	*3*
	1941-42	2	7	3
10·02. Percentage of item 9·01	*1940-41*	*5·00*	*11·3*	*13·0*
	1941-42	5·00	13·2	11·3
10·03. Trailer coaches	*1940-41*	*5*	*14*	*6*
	1941-42	5	14	5
10·04. Percentage of item 9·02	*1940-41*	*4·17*	*9·15*	*13·0*
	1941-42	4·17	9·15	11·3

* A train unit is a motor coach and three trailers.

† Overhead 42·50 miles and underground 36·64 miles.

§ Includes 2 spare motor coaches.

** Overhead 7·80 miles and underground 40·98 miles.

‡ Figures for items 8 onwards include statistics relating to the running of multiple unit services beyond Kalyan, *viz.*, Kalyan-Kasara and Kalyan-Karjat which sections are also utilised for main line traffic.

@ Over head 7·80 miles and under ground 41·03 miles.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1940-41 and 1941-42*—contd.

NOTE. 1. The term "in units" occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—concld.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1940-41*	*38*	*47*	*21*
	1941-42	38	46	21
11·02. Trailer coaches	*1940-41*	*115*	*139*	*42*
	1941-42	115	139	43
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1940-41*	*38*	*38*	*18*
	1941-42	38	39	19
12·02. Trailer coaches	*1940-41*	*95*	*111*	*36*
	1941-42	95	116	38
12.03. Train units*	*1940-41*	*38*	*38*	*18*
	1941-42	38	39	19
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1940-41*	*Nil*	*9*	*3*
	1941-42	Nil	7	3
13·02. Trailer coaches	*1940-41*	*20*	*28*	*5*
	1941-42	20	23	5
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1940-41*	*97,410*	*795,176*	*709,557*
	1941-42	77,072	773,739	675,342
14·02. Total two unit traffic trains	*1940-41*	*1,212,181*	*1,236,026*	*70,992*
	1941-42	§1,228,697	1,308,851	94,557
14·02. (*a*) Total three unit traffic trains	*1940-41*	*Nil*	*Nil*	*730*
	1941-42	Nil	Nil	2,366
14·02. (*b*) Total four unit traffic trains	*1940-41*	*Nil*	*Nil*	*Nil*
	1941-42	Nil	Nil	Nil
14·03. Total traffic trains	*1940-41*	*2,521,772*	*3,267,228*	*853,731*
	1941-42	2,534,466	3,391,441	871,554
14·04. Other trains	*1940-41*	*22,063*	*Nil*	*172*
	1941-42	20,867	Nil	Nil
15. Hours—				
15·01. Traffic trains	*1940-41*	*123,041*	*138,239*	*34,872*
	1941-42	122,942	144,521	37,043
15·02. Other	*1940-41*	*1,617*	*26,298*	*8*
	1941-42	1,571	29,087	Nil
15·03. Total	*1940-41*	*124,658*	*164,537*	*34,880*
	1941-42	124,513	173,608	37,043
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1940-41*	*8,874,907*	*12,729,435*	*2,561,193*
	1941-42	†8,909,137	13,345,086	2,614,662
16·02. Other trains	*1940-41*	*78,865*	*Nil*	*516*
	1941-42	74,496	Nil	Nil

* A train unit is a motor coach and three trailors.

§ Includes 540 miles run by G.I.P. trains to and from Andheri from 15-1-42.

† Includes 3780 vehicle miles of the G. I. P. trains run to and from Andheri.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the year 1940-41 and 1941-42*—contd.

Note 1.—The term 'in units' occurring in certain columns of the Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as one unit, irrespective of its size and capacity.

Note 2.—Figures of passenger revenue statistics exhibited in this Statement are, also, included in those shown in Statement 12.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1940-41* ..	*183*	*236*	*128*
	1941-42 ..	184	238	127
17·02. Train unit miles per day per train unit on line.	*1940-41* ..	*174*	*176*	*97*
	1941-42 ..	175	182	99
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1940-41* ..	*8·99*	*11·9*	*5·24*
	1941-42 ..	8·98	12·2	5·41
18·02. Train unit hours per day per train unit on line.	*1940-41* ..	*8·54*	*8·84*	*3·98*
	1941-42 ..	8·53	9·33	4·23
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1940-41* ..	*174*	*176*	*97*
	1941-42 ..	175	182	99
19·02. Trailer coach miles per day per trailer Coach unit on line.	*1940-41* ..	*146*	*169*	*97*
	1941-42 ..	147	178	99
20. Motor coach failures—				
20·01. Number	*1940-41* ..	*Nil*	*223*	*12*
	1941-42 ..	Nil	168	*12*
20·02. Motor coach miles per motor coach failure (in units).	*1940-41* ..	*Nil*	*14,651*	*71,159*
	1941-42 ..	Nil	20,187	72,630
21. Power supply failure—				
21·01. Failures originating at source of supply	*1940-41* ..	*Nil*	*Nil*	*1*
	1941-42 ..	Nil	1	Nil
21·02. Failures originating at sub-station ..	*1940-41* ..	*Nil*	*1*	*5*
	1941-42 ..	Nil	1	Nil
21·03. Failures on account of overhead track equipment.	*1940-41* ..	*Nil*	*15*	*23*
	1941-42 ..	Nil	12	32
22. Number of passengers carried—				
22·01. First Class	*1940-41* ..	*21,698*	*7,106*	*Nil*
	1941-42 ..	65,498	20,051	Nil
22·02. Second Class	*1940-41* ..	*1,330,052*	*523,614*	*122,101*
	1941-42 ..	1,758,000	756,157	159,050
22·03. Third Class	*1940-41* ..	*49,735,475*	*35,894,269*	*8,527,151*
	1941-42 ..	57,896,010	44,620,949	9,525,829
22·04. Total	*1940-41* ..	*51,087,225*	*36,424,989*	*8,649,252*
	1941-42 ..	59,719,508	45,397,157	9,684,879

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1940-41 and 1941-42*—concld.

NOTE 1.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

NOTE 2.—Figures of passenger revenue statistics exhibited in this Statement are also included in those shown in Statement 12.

Particulars.	Year.	Results. Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1940-41* ..	*164,661*	*79,580*	*Nil*
	1941-42 ..	568,077	154,784	Nil
23·02. Second Class	*1940-41* ..	*9,482,807*	*3,825,639*	*872,473*
	1941-42 ..	12,606,641	5,141,061	1,143,122
23·03. Third Class	*1940-41* ..	*353,108,257*	*258,582,860*	*51,491,673*
	1941-42 ..	402,721,187	310,764,432	58,527,719
23·04. Total	*1940-41* ..	*362,755,725*	*262,488,079*	*52,364,146*
	1941-42 ..	415,895,905	316,060,277	59,670,841
24. Earnings from passengers carried—				
24·01. First Class	*1940-41* ..	*7,143*	*3,758*	*Nil*
	1941-42 ..	22,731	8,729	Nil
24·02. Second Class	*1940-41* ..	*2,17,085*	*86,579*	*14,165*
	1941-42 ..	3,09,224	1,24,898	16,810
24·03. Third Class	*1940-41* ..	*41,41,322*	*30,48,623*	*6,53,748*
	1941-42 ..	47,74,612	38,32,157	7,87,540
24·04. Total	*1940-41* ..	*43,65,550*	*31,38,960*	*6,64,913*
	1941-42 ..	51,06,567	39,65,784	8,04,350
25. Earnings from and cost of, electric train working—				
25·01. Earnings per passenger mile Pies	*1940-41* ..	*2·31*	*2·30*	*2·44*
	1941-42 ..	2·36	2·41	2·59
25·02. Cost per passenger mile .. Pies	*1940-41* ..	**1·48*	*1·83*	*1·52*
	1941-42 ..	*1·33	1·55	1·49
25·03. Earnings per train mile .. Rs.	*1940-41* ..	*1·77*	*1·55*	*0·85*
	1941-42 ..	2·06	1·90	1·04
25·04. Cost per train mile .. Rs.	*1940-41* ..	**1·14*	*1·23*	*0·63*
	1941-42 ..	*1·16	1·23	0·60
26. Gross ton miles (including Departmental) ..	*1940-41* ..	*487,352,399*	*585,905,467*	*65,101,422*
	1941-42 ..	492,208,835	617,283,285	66,826,786
27. Power used—				
27·01. Total power for traction and train lighting kilowatt hours.	*1940-41* ..	*29,526,072*	*40,236,374*	*3,984,207*
	1941-42 ..	(a) 30,821,052	42,251,183	4,089,799
27·02. Kilowatt hours per train unit mile ..	*1940-41* ..	*11·6*	*12·6*	*4·67*
	1941-42 ..	12·1	12·7	4·69
27·03. Kilowatt hours per 1,000 gross ton miles	*1940-41* ..	*60·6*	*70·0*	*61·2*
	1941-42 ..	62·6	70·0	61·2
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1940-41* ..	*39,063*	*139,779*	*15,330*
	1941-42 ..	40,376	130,435	15,891
28·02 Pints per 1,000 vehicle miles ..	*1940-41* ..	*4·35*	*11·0*	*5·98*
	1941-42 ..	4·50	9·77	6·08

*These results are based on the expenditure of Abstract H only.

(a) Includes the power consumed by the G. I. P. Rly. trains.

33.—*Statement of Rail Car (Steam propelled and Internal combustion engine propelled) performance on Class I Railways during the years 1940-41 and 1941-42.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Rail Car Performance.

(*i*) Steam Propelled.

Railway.	Years.	Average authorised Stock (in terms of units).		Average number on the line (in terms of units).		Mileage Performed (in thousands).				Car Miles per car day.	Car failures.		Lbs. of coal consumed / Gallons of fuel per 1,000 seat miles.
		Rail cars.	Trailer coaches.	Rail cars.	Trailer coaches.	Car miles.	Trailer coach miles.	Total (cols. 7+8).	Total seat miles (car and trailer).		Number.	Car miles per car failure.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal Nagpur	*1940-41*	*2*	*Nil*	*2*	*Nil*	*5*	*Nil*	*5*	*476*	*6·27*	Nil	..	*188·2*
	1941-42	2	Nil	2	Nil	11	Nil	11	1,100	14·5	2	5,291	124·2
East Indian	*1940-41*	*3*	*Nil*	*3*	*Nil*	*1*	*Nil*	*1*	*90*	*0·82*	*Nil*	..	*190·9*
	1941-42	3	Nil	3	Nil	Nil	Nil	Nil	Nil	..	Nil	..	Nil
North Western	*1940-41*	*6*	*2*	*6*	*2*	*138*	*53*	*191*	*6,680*	*62·8*	*4*	*34,396*	*262·6*
	1941-42	6	2	6	2	140	53	193	6,862	63·9	3	46,679	271·6
Total	*1940-41*	*11*	*2*	*11*	*2*	*144*	*53*	*197*	*7,246*	*35·9*	*4*	*36,000*	*256·8*
	1941-42	11	2	11	2	151	53	204	7,962	37·6	5	30,200	251·2
3′ 3⅜″ GAUGE.													
Bombay, Baroda and Central India.	*1940-41*	**3*	*Nil*	**3*	*Nil*	*32*	*Nil*	*30*	*3,344*	*27·0*	*Nil*	..	*193·6*
	1941-42	*3	Nil	*3	Nil	33	Nil	33	3,749	30·0	Nil	..	215·7
Eastern Bengal	*1940-41*	*1*	*Nil*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	..	*Nil*	..	*Nil*
	1941-42	1	Nil	1	Nil	Nil	Nil	Nil	Nil	..	Nil	..	Nil
Nizam's State	*1940-41*	*2*	*Nil*	*2*	*Nil*	*17*	*Nil*	*17*	*1864*	*23·0*	*Nil*	..	*126·7*
	1941-42	2	Nil	2	Nil	13	Nil	13	1561	18·0	Nil	..	125·5
Total	*1940-41*	*6*	*Nil*	*6*	*Nil*	*47*	*Nil*	*47*	*5,298*	*21·5*	*Nil*	..	*169·7*
	1941-42	6	Nil	6	Nil	46	Nil	46	5,250	21·0	Nil	..	189·9
2′ 6″ and 2′ 0″ GAUGES.													
Bengal Nagpur	*1940-41*	*3*	*Nil*	*3*	*Nil*	*21*	*Nil*	*21*	*7,99*	*19·2*	*Nil*	..	*577·8*
	1941-42	3	Nil	3	Nil	18	Nil	18	6,75	16·2	Nil	..	637·5
North Western	*1940-41*	*3*	*Nil*	*3*	*Nil*	*36*	*Nil*	*36*	*1,497*	*32·6*	*2*	*17,825*	*303·7*
	1941-42	3	Nil	3	Nil	43	Nil	43	1,826	39·7	2	21,735	314 1
Total	*1940-41*	*6*	*Nil*	*6*	*Nil*	*57*	*Nil*	*57*	*2,296*	*26·0*	*2*	*28,500*	*399·0*
	1941-42	6	Nil	6	Nil	61	Nil	61	2,501	27·9	2	30,500	401·2

(*ii*) Internal Combustion Engine Propelled.

5′ 6″ GAUGE.													
Madras and Southern Mahratta.	*1940-41*	*6*	*Nil*	*6*	*Nil*	*290*	*Nil*	*290*	*31,915*	*132·0*	*5*	*58,027*	*1·33*
	1941-42	6	Nil	6	Nil	270	Nil	270	29,695	123·6	3	89,986	1 25
Nizam's State	*1940-41*	*4*	*Nil*	*4*	*Nil*	*131*	*Nil*	*131*	*15,241*	*124·0*	*2*	*90,722*	*1·59*
	1941-42	4	Nil	4	Nil	155	Nil	155	13,004	106·0	2	77,404	1·53
North Western	*1940-41*	*(b)7*	*Nil*	*7*	*Nil*	*127*	*Nil*	*127*	*12,780*	*53·5*	*Nil*	..	*1·51*
	1941-42	(*b*)12	Nil	12	Nil	361	Nil	361	36,413	82·3	2	180,312	(*a*)1·59
Total	*1940-41*	*17*	*Nil*	*17*	*Nil*	*598*	*Nil*	*598*	*59,936*	*96·4*	*7*	*85,429*	*1·41*
	1941-42	22	Nil	22	Nil	786	Nil	786	79,112	97·9	7	112,286	1.45
3′ 3⅜″ GAUGE.													
Bikaner State	*1940-41*†	..	..	..	..	..	..	..	..	..	..	..	..
	1941-42	1	Nil	1	Nil	10	Nil	10	667	59·9	3	3,431	1·79
Jodhpur	*1940-41*	*1*	*Nil*	*1*	*Nil*	*4*	*Nil*	*4*	*54*	*12·2*	*Nil*	..	*7·93*
	1941-42	1	Nil	1	Nil	4	Nil	4	43	9·73	Nil	..	8·63
South Indian	*1940-41*	*3*	*Nil*	*3*	*Nil*	*53*	*Nil*	*57*	*4,702*	*52·0*	*1*	*57,008*	*0·74*
	1941-42	3	Nil	3	Nil	50	Nil	50	3,478	45·0	Nil	..	0·68
Total	*1940-41*	*4*	*Nil*	*4*	*Nil*	*61*	*Nil*	*61*	*4,756*	*41·8*	*1*	*61,000*	*0·83*
	1941-42	5	Nil	5	Nil	64	Nil	64	4,188	35·1	3	21,333	0·9
2′ 6″ GAUGE.													
Great Indian Peninsula.	*1940-41*	*1*	*1*	*1*	*1*	*21*	*17*	*38*	*2,011*	*56·0*	*2*	*10,223*	*§1·64*
	1941-42	1	1	1	1	25	5	30	1,686	67·6	Nil	..	§2·16
North Western	*1940-41*	*7*	*Nil*	*7*	*Nil*	*59*	*Nil*	*59*	*777*	*22·9*	*Nil*	..	*(c)13·8*
	1941-42	7	Nil	7	Nil	61	Nil	61	785	23·9	Nil	..	(*d*)14·6
Total	*1940-41*	*8*	*1*	*8*	*1*	*80*	*17*	*97*	*2,788*	*27·4*	*2*	*40,000*	*3·97*
	1941-42	8	1	8	1	86	5	91	2,471	29·5	*Nil*	...	4·39

* These are articulated sentinal coaches.

§ Oil fuel is used on this service.

(*a*) 300 seat miles run and 12 gallons of petrol have been excluded in working out this result.

(*b*) Includes one Inspection Car.

(*d*) 291,766 seat miles run and 2,976 gallons of diesel oil consumed by Electric Car No. 14 have been excluded in working out this result.

(*c*) 212,513 seat miles run and 2,093 gallons of diesel oil consumed, by electric car No 14 have been excluded in working out this result.

† Was class II Railway in 1940-41.

34.—*Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1942.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars (Steam propelled.)	Rail Cars (Internal combustion engine propelled.)	Electric Motor Coaches.	† Coaching Vehicles (excluding vehicles used exclusively on Railway service).							† Goods Wagons (excluding wagons used exclusively on Railway service)			† Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3¾" Gauge.																
Bhavnagar State	39	..	4	..	129	216	487	..	6,206	64	193	1,080	3	1,083	15	13
Dibru-Sadiya	32	..	2	..	44	124	..	262	2,379	21	65	1,114	117	1,231	6	4
Gaekwar's Baroda State	24	..	4	..	162	99	129	..	5,126	3	165	268	6	274	4	16
Gondal (including Porbandar State).	28	..	..	..	110	166	405	..	3,690	30	140	656	..	656	4	45
Jamnagar & Dwarka	16	..	8	..	56	101	207	..	1,772	19	75	580	64	644	3	11
Jaipur State	17	..	6	..	88	75	108	25	2,503	4	92	321	6	327	2	3
Junagad State	18	..	1	..	140	123	357	..	3,815	18	158	301	8	309	8	12
Morvi	22	..	4	..	102	179	364	..	3,026	30	132	428	..	428	..	2
Total	196	..	29	..	831	1,083	2,057	287	28,517	189	1,020	4,748	204	4,952	42	106
2' 6" Gauge.																
Barsi Light	26	1	..	..	108	..	232	..	4,981	11	119	269	12	281	2	11
Gaekwar's Baroda State	37	..	6	..	256	79	172	..	5,072	3	261	1,071	11	1,082	10	11
Shahdara (Delhi) Saharanpur Light.	11	..	1	..	43	18	42	140	1,060	1	44	278	..	278	4	1
Total	74	1	7	..	409	97	446	140	11,113	15	424	1,618	23	1,641	16	23
2' 0" Gauge.																
Darjeeling-Himalayan	34	..	2	..	103	117	302	..	2,058	24	127	523	..	523	..	..
Total	34	..	2	..	103	117	302	..	2,058	24	127	523	..	523	..	..
CLASS III RAILWAYS.																
3' 3¾" Gauge.																
Mewar State.	17	..	2	..	58	45	84	74	2,798	17	75	116	..	116	3	..
Total	17	..	2	..	58	45	84	74	2,798	17	75	116	..	116	3	..
2' 0" Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	442	*4	23	22	..	22	..	..
Arrah-Sasaram Light	8	..	..	..	27	32	..	101	816	1	28	129	..	129	3	..
Bankura-Damodar River.	7	..	..	..	27	24	24	112	616	*6	33	72	..	72	..	(b) 1
Baraset-Basirhat Light	15	..	..	..	35	58	..	164	1,105	..	35	74	..	74	2	(b) 2
Carried over	35	..	..	..	108	132	42	441	2,979	11	119	297	..	297	5	3

* Brake vans.
† In units.
(b) Inspection motor trollies.

34.—Statement of Rolling Stock in Service on Class II and III Railways on 31st March 1942—concld.

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of its size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	† COACHING VEHICLES (EXCLUDING VEHICLES USED EXCLUSIVELY ON RAILWAY SERVICE).							† GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).			† RAILWAY SERVICE VEHICLES.	
					Passenger carriages.											
					Number.	Seats by classes.				Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	35	..	..	..	108	132	42	441	2,979	11	119	297	..	297	5	
CLASS III RAILWAYS —*concld.*																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	25	24	24	82	502	2	27	47	..	4	1	1§
Bukhtiarpur-Bihar Light.	9	..	1	..	20	16	24	103	635	..	20	73	..	73	2	..
Burdwan-Katwa .	7	..	..	..	22	18	18	92	503	*4	26	36	..	36	..	1§
Cutch State . .	6	..	..	..	18	..	72	..	440	..	18	72	1	73	..	2
Dehri-Rohtas Light .	5	3	1	..	6	20	..	12	170	4	10	154	..	154	1	..
Dholpur-State . .	6	..	..	..	9	..	20	..	401	..	9	114	3	117	..	2
Futwah-Islampur .	2	..	..	..	8	12	..	56	295	..	8	20	..	20	1	..
Kalighat-Falta . .	11	..	..	..	38	30	34	112	1,038	*8	46	45	..	45	..	..
Tenpur-Balipara Light (c)	4	..	..	..	19	12	..	40	670	4	23	90	..	90	..	1
Total .	92	3	2	..	273	264	234	938	7,633	33	306	948	4	952	10	10
2' 0" Gauge.																
Scindia State (Gwalior Light).	24	..	..	..	71	28	124	60	1,902	6	77	347	7	354	9	9
Howrah-Amta Light .	22	..	..	..	100	82	..	368	2,353	3	103	98	..	98	3	..
Howrah-Sheakhala Light.	4	..	3	..	29	22	..	77	703	..	29	11	..	11	..	..
Jagadhri Light . .	3	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat . . .	5	..	1	..	..	..	..	..	..	1	1	72	1	73	..	..
Matheran (Hill) Light.	3	..	2	..	26	31	77	..	194	(b)2	28	16	*2	18	2	(a) 4
Total .	61	..	6	..	230	219	261	519	5,236	13	243	551	10	561	14	13

* Brake vans.
(a) Includes one motor trolly.
† In units.
§ Inspection motor trollies.
(b) Saloons.
(c) As the Railway did not supply the information, the figures as in 1940-41 have been adopted.

35.—*Statement of Net Additions to or Reductions in Rolling Stock on Class II and III Railways during the year 1941-42.*

NOTE.—The term 'in units' occurring in certain columns of this Statement, indicates that the figures in these columns have been arrived at by reckoning each vehicle or wagon as *one* unit, irrespective of the size and capacity.

Railway.	Locomotives.	Rail Cars. (Steam propelled.)	Rail Cars. (Internal combustion engine propelled.)	Electric Motor Coaches.	†Coaching vehicles (excluding vehicles used exclusively on railway service). Passenger carriages. No.	Seats by Classes. 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	†Goods wagons (excluding wagons used exclusively on railway service). Covered and open wagons.	Special wagons.	Total.	†Railway service vehicles. Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
CLASS II RAILWAYS.																
3' 3½" Gauge.																
Bhavnagar State	..	..	—1	..	..	+6	..	..	—6	..	..	—121	..	—121	..	..
Dibru Sadiya	..	..	..	..	..	..	..	—8	+16	..	..	—25	+2	—23	..	..
Gaekwars' Baroda State	..	..	..	..	..	..	..	..	..	..	..	—57	..	—57	..	..
Gondal (including Porbandar State	..	..	..	..	..	+2	—12	..	—8	..	..	—1	..	—1	..	+1
Jamnagar & Dwarka	..	..	+1	..	+3	+6	+15	..	+95	..	+3	—14	—8	—22	..	..
Jaipur State	*—1	..	+2	..	+4	+4	+12	..	+116	..	+4	—4	—3	—7	..	..
Junagad State	..	..	—1	..	..	—10	—33	..	+54	—2	—2	—62	..	—62	..	..
Morvi	..	..	+1	..	+2	—4	+10	..	+84	..	+2	..	..	..	..	..
Total	—1	..	+2	..	+9	+4	—8	—8	+351	—2	+7	—284	—9	—293	..	+1
2' 6" Gauge.																
Bansi Light	—2	..	..	..	..	..	..	..	—4	..	..	..	..	..	..	..
Gaekwar's Baroda State	..	..	..	..	..	..	..	..	—45	..	..	..	..	..	..	..
Shahdara (Delhi) Saharanpur Light.	+1	..	..	..	—6	+6	+6	+38	—217	..	—6	+1	—1	..	..	..
Total	—1	..	..	..	—6	+6	+6	+38	—266	..	—6	+1	—1	..	..	..
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	..	—127	+72	..	—46	..	..	+7	..	+7	..	..
Total	..	..	..	..	..	—127	+72	..	—46	..	..	+7	..	+7	..	..
CLASS III RAILWAYS.																
3' 3½" Gauge.																
Mewar State	..	..	..	..	—2	..	—8	..	—20	—1	—3	—8	..	—8	..	..
Total	..	..	..	..	—2	..	—8	..	—20	—1	—3	—8	..	—8	..	..
2' 6" Gauge.																
Ahmadpur-Katwa	..	..	..	..	..	..	..	..	—4	..	..	..	..	..	..	..
Arrah-Sasaram Light	+1	..	..	..	+6	+2	..	+38	+234	—1	+5	+4	..	+4	+1	..
Baraset-Basirhat Light	..	..	..	..	..	..	..	—10	..	—1	—1	..	..	..	..	..
Bengal Provincial	..	..	..	..	..	..	..	..	..	..	..	+1	..	+1	..	—1
Bukhtiarpur Bihar Light	..	..	..	..	—1	—6	..	..	+18	..	—1	..	..	..	+1	..
Futwah-Islampur	—1	..	..	..	—1	..	..	—2	—13	..	—1	—3	..	—3	+1	..
Total	..	..	..	..	+4	—4	..	+26	+235	—2	+2	+2	..	+2	+3	—1
2' 0" Gauge.																
Scindia State (Gwalior Light)	..	..	..	..	..	—18	..	+60	..	..	..	+15	..	+15	..	..
Howrah-Amta Light	+1	..	..	..	+9	+16	..	+43	+168	+1	+10	..	..	..	+1	..
Howrah Sheakhala Light	..	..	..	..	+3	..	..	..	—40	..	+3	..	..	..	..	..
Matheran (Hill) Light	..	..	..	..	+3	..	+5	..	+48	..	+3	..	..	..	..	..
Total	+1	..	..	..	+15	—2	+5	+103	+176	+1	+16	+15	..	+15	+1	..

†In units.

* On 31st March 1941 the locomotives were 18 on the line and not 16 as erroneously reported.

36.—STATEMENT OF PASSENGER AND GOODS REVENUE STATISTICS AND EARNINGS OF CLASS II AND III RAILWAYS FOR THE YEARS 1940-41 AND 1941-42.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	Other traffic.	Passengers carried (in hundreds). 1st.	2nd.	Inter.	3rd.	Total (Cols. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1940-41*	..	*2,4*	..	*903,2*	*905,6*	*341,2*	..	*3,1*	..	*1,243,7*	*1,246,8*
		1941-42	..	3,1	..	1,027,0	1,030,1	189,5	..	4,0	..	1,215,6	1,219,6
Bengal Doosra	3′ 3⅜″	*1940-41*	*5*	*2,3*	*22,8*	*1,077,0*	*1,102,6*	*26,6*	*7*	*2,7*	*23,8*	*1,102,0*	*1,129,2*
		1941-42	†	†	†	†	†	†	†	†	†	†	†
Bhavnagar State	3′ 3⅜″	*1940-41*	*7*	*14,6*	..	*2,526,8*	*2,542,1*	*308,2*	*1,2*	*20,1*	..	*2,829,0*	*2,850,3*
		1941-42	9	17,6	..	2,507,9	2,526,4	329,0	1,5	26,2	..	2,827,7	2,855,4
Bikaner State	3′ 3⅜″	*1940-41*	*9*	*5,5*	*13,4*	*2,017,0*	*2,036,8*	*187,2*	*1,3*	*7,7*	*15,7*	*2,199,3*	*2,224,0*
		1941-42		§	§	§	§	§	§	§	§	§	§
Darjeeling Himalayan	2′ 0″	*1940-41*	*1,2*	*6,2*	..	*549,0*	*556,4*	*15,2*	*1,6*	*9,8*	..	*560,2*	*571,6*
		1941-42	1,9	9,9	..	630,9	642,7	17,2	3,0	14,1	..	642,8	659,9
Dibru Sadiya	3′ 3⅜″	*1940-41*	*2,3*	*Nil*	*25,0*	*1,359,1*	*1,386,4*	*38,1*	*2,9*	*Nil*	*27,1*	*1,394,5*	*1,424,5*
		1941-42	4,1	Nil	40,9	1,610,3	1,655,3	40,5	4,8	Nil	43,7	1,647,3	1,695,8
Gackwar's Baroda State	3′ 3⅜″	*1940-41*	*4*	*9,8*	..	*4,036,6*	*4,046,8*	*712,8*	*9*	*14,5*	..	*4,744,2*	*4,759,6*
		1941-42	4	10,4	..	4,198,6	4,209,4	726,9	1,0	17,7	..	4,917,6	4,936,3
	2′ 6″	*1940-41*	*5*	*25,1*	..	*3,134,1*	*3,159,7*	*190,6*	*5*	*26,0*	..	*3,323,8*	*3,350,3*
		1941-42	6	19,8	..	3,112,7	3,133,1	172,6	6	20,6	..	3,284,5	3,305,7
Gondal	3′ 3⅜″	*1940-41*	*3*	*11,4*	..	*1,483,9*	*1,495,6*	*680,5*	*1,0*	*25,2*	..	*2,149,9*	*2,176,1*
		1941-42	3	13,5	..	1,516,5	1,530,3	707,4	1,3	33,3	..	2,203,1	2,237,7
Jaipur State	3′ 3⅜″	*1940-41*	*5*	*5,1*	*5*	*1,180,7*	*1,186,8*	*176,7*	*7*	*6,9*	*9*	*1,355,0*	*1,363,5*
		1941-42	7	7,0	4	1,248,8	1,256,9	200,4	1,1	10,9	1,0	1,444,3	1,457,3
Jamnagar & Dwarka	3′ 3⅜″	*1940-41*	*1,2*	*7,9*	..	*763,2*	*772,3*	*63,2*	*1,5*	*10,2*	..	*823,8*	*835,5*
		1941-42	9	8,2	..	798,2	807,3	60,0	1,3	11,7	..	854,3	867,3
Junagad State	3′ 3⅜″	*1940-41*	*4*	*14,3*	..	*2,062,9*	*2,077,6*	*247,7*	*5*	*18,8*	..	*2,306,0*	*2,325,3*
		1941-42	4	16,3	..	2,093,3	2,110,0	256,4	7	22,7	..	2,343,0	2,366,4
Morvi	3′ 3⅜″	*1940-41*	*3*	*11,9*	..	*801,4*	*814,1*	*357,2*	*1,9*	*24,1*	..	*1,145,3*	*1,171,3*
		1941-42	9	12,4	..	917,9	931,2	397,6	2,5	29,4	..	1,296,9	1,328,8
Shahdra (Delhi) Saharanpur Light	2′ 6″	*1940-41*	*1*	*2,7*	*12,7*	*1,329,1*	*1,344,6*	*17,2*	*1*	*6,8*	*12,3*	*1,346,1*	*1,361,8*
		1941-42	1	3,3	16,7	1,417,2	1,437,3	21,8	1	3,4	16,8	1,438,8	1,459,1
Total Class II Railways	..	*1940-41*	*9,8*	*119,2*	*74,4*	*23,224,0*	*23,427,4*	*3,362,4*	*14,8*	*171,9*	*80,3*	*26,522,8*	*26,789,8*
		1941-42	11,2	121,5	58.0	21,079,3	21,270,0	3,119,3	17,9	194,0	61,5	24,115,9	24,389,3
Class III Railways.													
Ahmadpur Katwa	2′ 6″	*1940-41*	..	*3*	*2,3*	*225,8*	*228,9*	*4,7*	..	*4*	*3,9*	*230,2*	*233,6*
		1941-42	1	2	3,8	260,4	264,5	4,9	1	3	4,0	265,0	269,4
Arrah-Sasaram Light	2′ 6″	*1940-41*	*6*	..	*5,5*	*625,3*	*631,4*	*4,0*	*6*	..	*5,6*	*629,2*	*635,4*
		1941-42	7	..	6,1	686,4	693,2	4,7	7	..	6,3	690,9	697,9
Bankura-Damoodar River	2′ 6″	*1940-41*	..	*2*	*1,7*	*142,6*	*145,5*	*7*	..	*2*	*1,7*	*144,3*	*146,2*
		1941-42	..	2	2,0	184,3	187,0	7	..	2	2,1	185,4	187,7
Baraset Basirhat Light	2′ 6″	*1940-41*	*3,5*	..	*34,7*	*1,185,7*	*1,223,9*	*4*	*3,5*	..	*34,7*	*1,186,1*	*1,224,3*
		1941-42	3,6	..	39,1	1,224,2	1,266,9	6	3,6	..	39,1	1,224,8	1,267,5
Bengal Provincial	2′ 6″	*1940-41*	*1*	*7*	*6,6*	*300,1*	*307,5*	*65,0*	*1*	*1,0*	*8,2*	*363,2*	*372,5*
		1941-42	1	1,1	7,8	306,7	315,7	72,7	3	1,7	12,6	373,8	388,4

* Columns 9 to 14 and 20 to 24.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same Railway are considered a having made two or more separate journeys.

† Amalgamated with E. B. Railway.

§ Included in class I Railways.

Class II and III Railways for the years 1940-41 and 1941-42.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23.	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
..	*186*	..	*51,951*	*52,137*	..	*58·9*	..	*41·8*	*41·8*	..	*10*	..	*9,32*	*9,42*	Barsi Light.
..	220	..	45,774	45,994	..	54·6	..	37·7	37·7	..	11	..	8,64	8,75	
25	*69*	*470*	*19,340*	*19,904*	*35·5*	*25·5*	*19·8*	*17·5*	*17·6*	*5*	*5*	*10*	*3,21*	*3,41*	Bengal Doocars.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
80	*1,172*	..	*85,029*	*86,281*	*66·9*	*58·4*	..	*30·1*	*30·3*	*7*	*52*	..	*15,19*	*15,78*	Bhavnagar State.
102	1,619	..	86,979	88,700	66·8	61·8	..	30·8	31·1	9	73	..	15,60	16,42	
113	*478*	*955*	*93,092*	*94,638*	*85·3*	*62·0*	*60·7*	*42·3*	*42·6*	*18*	*41*	*30*	*19,92*	*20,81*	Bikaner State.
§	§	§	§	§	§	§	§	§	§		§		§	§	
60	*323*	..	*8,245*	*8,628*	*36·7*	*33·1*	..	*14·7*	*15·1*	*8*	*33*	..	*2,37*	*2,78*	Darjeeling Himalayan.
107	483	..	9,525	10,115	35·5	34·4	..	14·8	15·3	16	46	..	2,90	3,52	
70	*Nil*	*590*	*20,123*	*20,783*	*23·1*	*Nil*	*21·8*	*14·4*	*14·6*	*7*	*Nil*	*17*	*3,14*	*3,38*	Dibru Sadiya.
96	Nil	867	23,636	24,599	19·9	Nil	19·8	14·4	14·5	9	Nil	25	3,80	4,14	
28	*352*	..	*73,441*	*73,821*	*30·1*	*24·2*	..	*15·5*	*15·5*	*3*	*22*	..	*14,48*	*14,73*	Gaekwar's Baroda State.
34	432	..	75,370	75,836	32·7	24·4	..	15·3	15·4	4	27	..	14,87	15,18	
16	*504*	..	*44,162*	*44,682*	*29·5*	*19·4*	..	*13·5*	*13·3*	*2*	*26*	..	*11,31*	*11,59*	
21	423	..	42,875	43,318	34·8	20.4	..	13·1	13·1	3	28	..	11,13	11,44	
42	*940*	..	*49,819*	*50,801*	*40·6*	*37·3*	..	*23·2*	*23·3*	*5*	*46*	..	*9,72*	*10,23*	Gondal.
56	1,268	..	50,741	52,065	43·5	38·0	..	23·0	23·3	5	59	..	10,00	10,64	
41	*340*	*68*	*40,901*	*41,350*	*53·6*	*49·1*	*13·4*	*30·2*	*30·3*	*5*	*21*	*2*	*8,19*	*8,47*	Jaipur State.
50	527	62	44,373	45,012	47·2	48·1	63·2	30·7	30·9	6	33	2	9,04	9,45	
96	*593*	..	*25,070*	*25,759*	*64·6*	*[illegible]*	..	*30·4*	*30·8*	*10*	*33*	..	*6,15*	*6,58*	Jamnagar & Dwarkat
85	700	..	26,473	27,258	67·2	59·6	..	31·0	31·4	9	39	..	6,38	6,86	
21	*568*	..	*44,582*	*45,171*	*38·7*	*30·1*	..	*19·3*	*19·4*	*2*	*26*	..	*3,21*	*3,49*	Junagad State.
24	733	..	45,960	46,717	36·0	32·2	..	19·6	19·7	2	34	..	3,46	3,82	
134	*1,515*	..	*47,587*	*49,236*	*69·5*	*63·0*	..	*41·6*	*42·0*	*12*	*72*	..	*9,24*	*10,08*	Morvi.
172	1,906	..	51,791	53,869	69·2	64·8	..	39·9	40·5	15	92	..	10,35	11,42	
3	*85*	*297*	*28,880*	*29,265*	*26·5*	*30·1*	*23·2*	*21·5*	*21·5*	..	*4*	*10*	*6,02*	*6,16*	Shahdara (Delhi)-Saharanpur Light.
3	96	340	30,499	30,938	28·2	28·4	20·3	21·2	21·2	..	5	12	6,35	6,52	
729	*7,125*	*2,380*	*632,222*	*642,456*	*49·3*	*41·4*	*29·6*	*23·8*	*24·0*	*84*	*3,91*	*9*	*1,26,47*	*1,31,91*	Total Class II Rys.
750	8,406	1,269	533,996	544,421	44.2	43·3	20·6	22·1	22·3	79	4,47	39	1,07,52	1,13,16	
															Class III Rys.
..	*5*	*46*	*2,541*	*2,592*	..	*12·5*	*15·3*	*11·0*	*11·1*	..	..	*2*	*80*	*82*	Ahmedpur Katwa.
1	2	87	2,801	2,862	10·6	10·9	14·3	10·5	10·6	..	..	2	88	90	
21	..	*228*	*16,469*	*16,718*	*35·0*	..	*40·3*	*26·2*	*26·3*	*2*	..	*7*	*3,00*	*3,09*	Arrah-Sasseram Light.
27	..	262	17,528	17,817	37·7	..	41·5	25·4	25·5	2	..	8	3,20	3,30	
1	*6*	*36*	*2,233*	*2,276*	..	*30·0*	*21·2*	*15·5*	*15·6*	..	*1*	*1*	*70*	*72*	Bankura-Damoodar River.
1	6	46	2,836	2,889	..	30·0	21·9	15·3	15·4	..	..	2	89	91	
87	..	*403*	*15,927*	*16,422*	*24·7*	..	*11·8*	*13·4*	*13·4*	*3*	..	*11*	*2,89*	*3,03*	Barasat-Basirhat Light.
94	..	549	16,170	16,813	26·1	..	14·0	13·2	13·3	5	..	14	3,11	3,30	
1	*7*	*48*	*3,198*	*3,254*	*6·39*	*6·87*	*5·84*	*3·80*	*3·73*	..	*1*	*1*	*63*	*65*	Bengal Provincial.
2	11	71	3,125	3,209	5·76	6·55	5·67	3·38	3·28	..	1	2	66	69	

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1940-41 and 1941-42—contd.

Railways.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
													Rs.	
Class II Railways.														
Barsi Light	5' 6"	*1940-41*	..	*10·0*	..	*3·45*	*3·47*	*138*	*50*	*188*	*12,035*	*64·0*	*10,61*	*16·9*
		1941-42	..	10·0	..	3·62	3·65	133	58	191	12,160	63·7	10,95	17·3
Bengal Docars	3' 3¼"	*1940-41*	*20·0*	*12·6*	*4·21*	*2·94*	*3·02*	*107*	*106*	*213*	*17,296*	*81·1*	*15,64*	*17·4*
		1941-42	†	†	†	†	†	†	†	†	†	†	†	†
Bhavnagar State	3' 3¼"	*1940-41*	*17·4*	*8·46*	..	*3·42*	*3·51*	*248*	*244*	*492*	*28,947*	*58·9*	*13,99*	*9·28*
		1941-42	17·4	8·61	..	3·44	3·56	251	212	463	26,982	58·2	14,79	10·8
Bikaner State	3' 3¼"	*1940-41*	*30·0*	*15·0*	*6·00*	*4·00*	*4·22*	*275*	*216*	*491*	*60,863*	*124·0*	*30,39*	*9·59*
		1941-42			§			§	§		§	§	§	§
Darjeeling-Himalayan	2' 0"	*1940-41*	*27·9*	*19·6*	..	*5·51*	*6·19*	*126*	*30*	*156*	*4,760*	*30·5*	*11,93*	*48·1*
		1941-42	29·2	18·3	..	5·84	6·68	115	37	152	4,741	31·2	13,42	54·3
Dibru Sadiya	3' 3¼"	*1940-41*	*17·5*	*Nil*	*5·50*	*3·00*	*3·12*	*452*	*61*	*513*	*15,392*	*30·0*	*18,59*	*23·3*
		1941-42	18·0	Nil	5·50	3·00	3·20	552	96	648	20,027	30·9	20,97	20·1
Gaekwar's Baroda State	3' 3¼"	*1940-41*	*23·5*	*11·8*	..	*3·79*	*3·83*	*79*	*383*	*462*	*15,922*	*34·5*	*9,87*	*11·9*
		1941-42	23·8	11·7	..	3·79	3·84	97	399	496	16,592	33·5	10,32	11·9
	2' 6"	*1940-41*	*25·0*	*9·73*	..	*4·92*	*4·98*	*282*	*131*	*413*	*12,640*	*30·6*	*12,67*	*19·1*
		1941-42	25·1	12·5	..	4·99	5·07	384	131	515	15,292	29·7	15,31	19·
Gondal	1' 11½"	*1940-41*	*18·5*	*9·36*	..	*3·75*	*3·86*	*230*	*324*	*554*	*22,039*	*39·8*	*12,11*	*10·6*
		1941-42	17·9	8·89	..	3·79	3·92	195	335	530	20,713	39·1	12,08	11·2
Jaipur State	2' 3½"	*1940-41*	*24·0*	*12·0*	*5.00*	*3·85*	*3·94*	*19*	*198*	*217*	*15,916*	*37·3*	*7,30*	*8·31*
		1941-42	24·0	12·0	5·00	3·91	4·03	26	188	214	15,152	70·9	7,40	9·37
Jamnagar & Dwarka	3' 3¼"	*1940-41*	*19·9*	*10·7*	..	*4·71*	*4·90*	*355*	*95*	*450*	*22,936*	*51·0*	*8,65*	*7·99*
		1941-42	19·9	10·7	..	4·63	4·83	364	109	473	25,057	53·0	12,25	8·60
Junagad State	3' 3¼"	*1940-41*	*18·8*	*8·99*	..	*3·53*	*3·61*	*204*	*50*	*254*	*9,698*	*38·1*	*7,14*	*14·1*
		1941-42	18·5	8·95	..	3·53	3·63	188	29	217	8,933	41·0	6,99	14·8
Morvi	3' 3¼"	*1940-41*	*17·7*	*9·11*	..	*3·73*	*3·93*	*210*	*291*	*501*	*26,913*	*53·7*	*12,77*	*9·12*
		1941-42	17·4	9·23	..	3·84	4·07	158	294	452	25,235	55·8	13,43	10·2
Shahdara (Delhi)-Saharanpur Light.	2' 6"	*1940-41*	*14·0*	*9·00*	*6·50*	*4·00*	*4·04*	*160*	*55*	*215*	*7,387*	*34·3*	*6,94*	*15·1*
		1941-42	14·0	9·00	6·50	4·00	4·04	187	49	236	8,023	34·0	6,16	14·7
Total Class II Railways	..	*1940-41*	*22·1*	*10·5*	*5·67*	*3·84*	*3·94*	*2,885*	*2,234*	*5,119*	*272,744*	*53·3*	*1,78,50*	*12·6*
		1941-42	20·0	10·2	5·90	3·87	3·99	2,650	1,937	4,587	198,907	43·4	1,43,98	13·9
Class III Railways.														
Ahmadpur Katwa	2' 6"	*1940-41*	..	..	*8·35*	*6·04*	*6·07*	*11*	*7*	*18*	*371*	*20·6*	*25*	*12·9*
		1941-42	..	..	8·74	6·03	6·04	16	5	21	434	20·7	29	12·8
Arrah-Sasaram Light	2' 6"	*1940-41*	*15·0*	..	*6·09*	*3·50*	*3·54*	*58*	*13*	*71*	*3,467*	*49·0*	*1,33*	*7·36*
		1941-42	15·0	..	6·09	3·56	3·55	60	12	72	3,485	48·5	1,74	9·58
Fankura-Damoodar River	2' 6"	*1940-41*	..	*32·0*	*5·33*	*6·02*	*6·07*	*10*	*15*	*25*	*1,025*	*41·0*	*52*	*9·74*
		1941-42	..	..	8·35	6·03	6·05	15	9	24	987	41·1	53	10·3
Baraset-Basirhat Light	2' 6"	*1940-41*	*7·86*	..	*4·98*	*3·48*	*3·54*	*42*	*9*	*51*	*1,256*	*25·4*	*1,33*	*19·8*
		1941-42	10·7	..	5·00	3·68	3·76	37	7	44	1,174	26·9	1,32	21·6
Bengal Provincial	2' 6"	*1940-41*	*18·6*	*9·66*	*5·32*	*3·77*	*3·81*	*13*	*3*	*16*	*198*	*12·2*	*22*	*21·0*
		1941-42	17·5	9·34	5·17	4·08	4·12	22	3	25	303	12·0	29	18·7

Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

† Amalgamated with E. B. Railway.
§ Included in Class I Railways.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1940-41 and 1941-42*—contd.

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	‡ Other traffic.	Passengers carried (in hundreds). ‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
CLASS III RAILWAYS—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1940-41*	..	*1,2*	*8,2*	*433,8*	*443,2*	*37,0*	..	*1,5*	*10,1*	*468,6*	*480,2*
		1941-42	..	1,3	10,9	437,7	449,9	50,4	1	1,5	13,8	484,9	500,3
Burdwan-Katwa	2′ 6″	*1940-41*	..	*4*	*2,2*	*228,3*	*230,9*	*8,8*	..	*4*	*2,5*	*236,8*	*239,7*
		1941-42	1	5	3,3	289,7	293,6	7,5	1	5	3,6	296,9	301,1
Cutch State	2′ 6″	*1940-41*	..	*6,7*	..	*270,8*	*277,5*	..	..	*6,7*	..	*270,8*	*277,5*
		1941-42	..	7,5	..	257,6	265,1	..	..	7,5	..	257,6	265,1
Dehri Rohtas Light	2′ 6″	*1940-41*	*2*	*Nil*	*5*	*117,3*	*118,0*	*Nil*	*2*	*Nil*	*5*	*117,3*	*118,0*
		1941-42	2	Nil	6	123,2	124,0	Nil	2	Nil	6	123,2	124,0
Dholpur State	2′ 6″	*1940-41*	..	*2*	..	*171,3*	*171,5*	*1*	..	*2*	..	*171,4*	*171,6*
		1941-42	..	2	..	136,4	136,6	2	..	2	..	136,6	136,8
Futwah-Islampur	2′ 6″	*1940-41*	*3*	..	*4,1*	*250,4*	*254,8*	*20,1*	*3*	..	*5,7*	*268,9*	*274,9*
		1941-42	4	..	5,0	240,9	246,3	23,7	4	..	6,3	263,3	270,0
Scindia State (Gwalior Light)	2′ 6″	*1940-41*	..	*1,7*	..	*533,7*	*535,4*	*2,5*	..	*1,7*	..	*536,2*	*537,9*
		1941-42	..	2,0	3	502,6	504,9	3,4	..	2,0	3	506,0	508,3
Howrah Amta Light	2′ 0″	*1940-41*	*4,4*	..	*72,2*	*2,436,6*	*2,513,2*	..	*4,4*	..	*72,2*	*2,436,6*	*2,513,2*
		1941-42	6,0	..	105,3	2,767,8	2,879,1	..	6,0	..	105,3	2,767,8	2,879,1
Howrah-Sheakhala Light	2′ 0″	*1940-41*	*7*	..	*8,0*	*858,2*	*866,9*	..	*7*	..	*8,0*	*858,2*	*866,9*
		1941-42	1,1	..	16,7	1,073,0	1,090,8	..	1,1	..	16,7	1,073,0	1,090,8
Jagadhri Light	2′ 0″	*1940-41*	..	..	*2*	*112,7*	*112,9*	..	..	..	*2*	*112,7*	*112,9*
		1941-42	..	..	..	11,3	11,3	..	..	..	..	11,3	11,3
Jorhat	2′ 0″	*1940-41*	†	†	†	†	†	†	†	†	†	†	†
		1941-42	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1940-41*	..	*1*	*2,7*	*922,4*	*925,2*	..	..	*1*	*2,7*	*922,4*	*925,2*
		1941-42	1	1	3,1	1,247,2	1,250,5	..	1	1	3,1	1,247,2	1,250,5
Matheran (Hill) Light	2′ 0″	*1940-41*	*6*	*2,9*	..	*9,3*	*12,8*	*16,8*	*1,5*	*8,3*	..	*19,3*	*29,6*
		1941-42	8	4,6	..	11,1	16,5	17,5	1,8	11,4	..	20,8	34,0
Mewar State	3′ 3¼″	*1940-41*	*4*	*3,1*	*3,2*	*653,0*	*659,7*	*94,2*	*7*	*4,6*	*3,7*	*744,9*	*753,9*
		1941-42	5	3,0	3,6	707,5	714,6	105,2	8	5,2	4,4	809,4	819,8
Tezpur-Balipara	2′ 6″	*1940-41*	*1*	..	*1,1*	*283,6*	*284,8*	..	*1*	..	*1,1*	*283,6*	*284,8*
		1941-42*	1	..	1,1	283,6	284,8	..	1	..	1,1	283,6	284,8
TOTAL CLASS III RAILWAYS	..	*1940-41*	*10,9*	*17,5*	*153,7*	*9,761,9*	*9,944,0*	*254,3*	*12,1*	*25,6*	*159,9*	*10,000,7*	*10,198,3*
		1941-42	13,8	20,7	208,7	10,752,1	10,995,3	291,5	15,4	30,6	219,3	11,021,5	11,286,8

† Not available.

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more seperate journeys.

* As the Railway did not supply the information, the figures as in 1940-41 have been adopted.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III Railways —concld.												
Bakhtiarpur-Bihar Light	2′ 6″	*1940-41*	*1*	*28*	*202*	*7,395*	*7,626*	*24·7*	*19·5*	*19·9*	*15·3*	*15·9*
		1941-42	2	39	317	8,565	8,923	32·6	25·7	23·0	17·7	17·8
Dandwan-Katwa	2′ 6″	*1940-41*	..	*10*	*53*	*2,929*	*2,992*	..	*25·0*	*21·2*	*12·4*	*12·5*
		1941-42	1	13	77	3,658	3,749	10·0	26·0	21·4	12·3	12·5
Gaisal State	2′ 6″	*1940-41*	..	*179*	..	*5,753*	*5,932*	..	*27·0*	..	*21·0*	*21·6*
		1941-42	..	194	..	5,696	5,890	..	26·0	..	22·1	22·2
Jhajjar-Rohtak Light	2′ 6″	*1940-41*	‡3	*Nil*	‡7	‡*1,472*	‡*1,482*	‡*16·2*	*Nil*	‡*15·0*	‡*12·5*	‡*12·6*
		1941-42	3	Nil	10	1,526	1,539	13·0	Nil	17·0	12·0	12·0
Dholpur State	2′ 6″	*1940-41*	..	*7*	..	*3,602*	*3,609*	..	*30·9*	..	*21·0*	*21·0*
		1941-42	..	6	..	2,620	2,626	..	30·2	..	19·2	19·2
Fatwah-Islampur	2′ 6″	*1940-41*	*4*	..	*78*	*3,644*	*3,726*	*14·3*	..	*13·5*	*13·6*	*13·6*
		1941-42	6	..	91	3,708	3,805	15·9	..	14·5	14·1	14·1
Scindia State (Gwalior Light)	2′ 6″	*1940-41*	..	*66*	..	*14,157*	*14,223*	*17·0*	*39·0*	..	*26·0*	*26·0*
		1941-42	..	84	10	13,952	14,046	19·0	42·0	31·0	27·0	27·0
Howrah-Amta Light	2′ 0″	*1940-41*	*92*	..	*725*	*29,866*	*30,683*	*21·3*	..	*10·0*	*12·3*	*12·2*
		1941-42	147	..	1,154	35,884	37,185	24·6	..	11·0	13·0	12·9
Howrah-Sheakhala Light	2′ 0″	*1940-41*	*10*	..	*57*	*6,490*	*6,557*	*13·4*	..	*7·15*	*7·56*	*7·56*
		1941-42	15	..	109	7,993	8,118	14·1	..	6·55	7·44	7·44
Jagadhri Light	2′ 0″	*1940-41*	..	..	*1*	*373*	*374*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1941-42	..	..	..	374	374	3·31	..	3·31	3·31	3·31
Jorhat	2′ 0″	*1940-41*	†	†	†	†	†	†	†	†	†	†
		1941-42	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1940-41*	..	*3*	*17*	*7,840*	*7,860*	..	*30·0*	*6·30*	*8·50*	*8·50*
		1941-42	1	2	25	10,977	10,905	10·0	20·0	8·06	8·72	8·72
Matheran (Hill) Light	2′ 0″	*1940-41*	*19*	*111*	..	*243*	*373*	*12·6*	*12·6*	..	*12·6*	*12·6*
		1941-42	23	144	..	262	429	12·6	12·6	..	12·6	12·6
Mewar State	3′ 3″	*1940-41*	*47*	*292*	*213*	*30,305*	*30,857*	*71·4*	*62·8*	*56·0*	*40·7*	*40·9*
		1941-42	48	335	236	32,077	32,696	59·5	64·6	53·5	39·6	39·9
Tezpur-Balipara	2′ 6″	*1940-41*	*2*	..	*17*	*2,231*	*2,250*	*20·0*	..	*15·5*	*7·86*	*7·90*
		1941-42§	.. 2	..	17	2,231	2,250	20·0	..	15·5	7·86	7·90
Total Class III Railways	..	*1940-41*	‡*288*	‡*714*	‡*2,136*	‡*166,668*	‡*169,806*	‡*23·8*	*27·9*	*13·4*	‡*15·7*	‡*15·7*
		1941-42	374	837	3,031	171,883	176,125	24·3	27·4	13·8	15·6	15·6

[a] Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

† Not available.

‡ Revised figures.

§ As the Railway did not supply the information, the figures as in 1940-41 have been adopted.

Class II and III Railways for the years 1940-41 and 1941-42—concld.

Earnings from passengers carried (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	Average miles a ton of goods was carried.	Earnings from tons carried (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	Other traffic.	Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—*concld.*
..	2	6	*1,35*	*1,43*	*15·0*	*9·00*	*6·00*	*3·50*	*3·58*	*31*	*18*	*49*	*1,427*	*28·9*	*86*	*11·6*	Bukhtiarpur Bihar Light.
..	2	10	1,56	1,68	15·0	9·00	6·00	3·50	3·61	35	15	50	1,598	31·9	93	11·2	
..	*1*	2	*92*	*95*	..	*19·2*	*7·25*	*6·03*	*6·10*	*11*	*11*	*22*	*483*	*22·0*	*27*	*10·7*	Burdwan-Katwa.
..	1	3	1,15	1,19	..	14·8	7·48	6·04	6·09	15	8	23	525	22·8	32	11·7	
..	*10*	..	*1,67*	*1,77*	..	*11·1*	..	*5·55*	*5·73*	*46*	..	*46*	*1,045*	*23·0*	*1,16*	*21·3*	Cutch State.
..	11	..	1,65	1,76	..	11·2	..	5·55	5·74	28	..	28	564	20·4	73	24·8	
..	*Nil*	..	*29*	*29*	*20·6*	*Nil*	*6·98*	*3·75*	*3·89*	*73*	*5*	*78*	*1,534*	*19·7*	*1,07*	*13·3*	Dehri-Rohtas Light.
..	Nil	1	30	31	20·6	Nil	6·98	3·75	3·79	130	6	1,36	2,856	21·0	2,15	22·8	
..	1	..	*77*	*78*	..	*15·8*	..	*4·10*	*4·15*	*51*	*3*	*54*	*1,989*	*36·6*	*1,04*	*10·0*	Dholpur State.
..	..	..	56	56	..	16·1	..	4·07	4·10	61	3	64	2,439	38·0	1,20	9·47	
1	..	*3*	*85*	*89*	*20·0*	..	*7·50*	*4·59*	*4·58*	*11*	*5*	*16*	*450*	*28·5*	*25*	*10·8*	Futwah-Islampur.
1	..	3	87	91	20·0	..	7·50	4·50	4·59	11	3	14	438	30·7	23	10·2	
..	*5*	..	*3,68*	*3,73*	*30·0*	*12·0*	..	*5·00*	*5·00*	*188*	*33*	*191*	*8,637*	*26·0*	*5,22*	*12·0*	Scindia State (Gwalior Light.)
..	6	..	3,62	3,68	30·0	12·0	7·50	5·00	5·00	228	29	257	11,505	46·0	7,02	12·0	
4	..	*18*	*6,38*	*6,60*	*9·00*	..	*4·16*	*4·10*	*4·13*	*55*	*25*	*80*	*1,698*	*21·2*	*1,95*	*22·1*	Howrah-Amta Light.
7	..	30	7,70	8,07	9·04	..	5·03	4·11	4·16	65	12	77	1,691	21·8	1,86	21·1	
1	..	*1*	*1,15*	*1,17*	*8·99*	..	*4·24*	*3·40*	*3·42*	*16*	*1*	*17*	*269*	*12·7*	*35*	*32·2*	Howrah-Sheakhala Light.
1	..	2	1,41	1,44	8·99	..	4·76	3·38	3·41	16	..	16	277	16·8	32	21·8	
..	..	..	*7*	*7*	*21·1*	..	*7·30*	*3·63*	*3·64*	*7*	..	*7*	*25*	*3·31*	*3*	*65·8*	Jagadhri Light.
..	..	..	7	7	22·7	..	7·06	3·58	3·63	7	..	7	23	3·31	8	64·9	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	*1*	*1,28*	*1,29*	..	..	*11·3*	*3·13*	*3·15*	*20*	*5*	*25*	*470*	*18·8*	*29*	*11·8*	Kalighat Falta.
..	..	1	1,78	1,79	..	..	7·68	3·14	3·15	22	4	26	491	18·9	29	11·3	
8	*31*	..	*35*	*74*	*81·2*	*53·6*	—.	*27·6*	*38·1*	*1*	*1*	*2*	*21*	*12·6*	*10*	*89·5*	Matheran (Hill) Light.
9	41	..	46	96	76·1	54·7	..	33·6	42·0	1	1	2	22	12·6	13	102·0	
6	*18*	*5*	*4,81*	*5,10*	*24·6*	*12·0*	*4·59*	*3·05*	*3·17*	*31*	*69*	*100*	*4,622*	*46·1*	*2,30*	*15·8*	Mewa State.
7	22	6	5,16	5,51	25·9	12·6	4·75	3·09	3·23	27	48	75	4,592	61·3	2,78	15·9	
..	..	*1*	*41*	*42*	*20·0*	..	*7·00*	*3·50*	*3·58*	*19*	..	*19*	*1*	*0·04*	*93*	*17·9*	Tenpur-Baripara.
..	..	1	41	42	20·2	..	7·00	3·50	3·58	19	..	19	1	0·04	93	17·9	
25	*70*	*59*	*32,00*	*33,54*	*16·7*	*18·8*	*5·30*	*‡3·92*	*‡4·03*	*664*	*223*	*887*	*28,952*	*32·6*	*21,62*	*13·9*	Total Class III Rys.
32	84	85	35,44	37,45	16·4	19·3	5·38	‡·36	4·08	815	165	980	33,306	34·1	24,14	13·9	

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed.	† Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail Cars (Internal Combustion engine propelled) miles. (In thousands.)	Rail Cars (steam propelled) miles. (In thousands.)	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1940-41*	*185*	*235*	*9*	*431*	*68*	*8*	*76*	*507*	*Nil*	*24*	*Nil*	*10,988*	...	*Nil*	*10,988*
		1941-42	178	255	14	460	76	7	83	533	,,	Nil	,,	,,	Ni	,,	11,938
Bengal Dooars.	3′ 3½″	*1940-41*	*96*	*220*	*40*	*371*	*36*	*23*	*59*	*430*	,,	*Nil*	,,	*8,475*	,,	,,	*8,475*
		1941-42 (e)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhavnagar State.	3′ 3½″	*1940-41*	*320*	*320*	*39*	*686*	*147*	*40*	*187*	*873*	*23*	*Nil*	*21,115*	*Nil*	*65*	*Nil*	*21,141*
		1941-42	320	206	52	645	147	35	182	827	*37	,,	Nil	20,503	64	,,	20,628
Bikaner State.	3′ 3½″	*1940-41*	*23*	*937*	*86*	*1,113*	*144*	*56*	*200*	*1,313*	*11*	,,	,,	*31,020*	*80*	,,	*31,052*
		1941-42 (d)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Darjeeling-Himalayan.	2′ 0″	*1940-41*	*37*	*260*	*205*	*504*	*35*	*18*	*53*	*557*	*Nil*	*Nil*	*Nil*	*11,222*	*Nil*	*Nil*	*11,222*
		1941-42	36	308	226	571	35	19	54	625	,,	,,	,,	12,375	,,	,,	12,375
Dibru-Sadiya	3′ 3½″	*1940-41*	*Nil*	*309*	*84*	*393*	*237*	*1*	*238*	*631*	*89*	,,	,,	*13,200*	,,	,,	*13,200*
		1941-42	,,	302	88	390	252	1	253	643	81	,,	,,	13,502	,,	,,	13,502
Gaekwar's Baroda State.	3′ 3½″	*1940-41*	*146*	*407*	*41*	*593*	*115*	*20*	*135*	*734*	*16*	,,	,,	*14,526*	*56*	‡‡7	*14,548*
		1941-42	127	404	45	577	117	29	146	723	1	,,	,,	14,565	55	‡‡6	14,587
	2′ 6″	*1940-41*	*77*	*444*	*10*	*540*	*102*	*3*	*105*	*645*	*58*	,,	,,	*9,678*	*51*	‡‡55 (c)	*9,693*
		1941-42	35	459	10	532	114	5	119	651	35	,,	,,	9,571	43	‡‡49 (c)	9,588
Gondal†	3′ 3½″	*1940-41*	*177*	*312*	*35*	*536*	*181*	*9*	*190*	*726*	*Nil*	,,	,,	*14,675*	*68*	*Nil*	*14,702*
		1941-42	175	308	16	502	179	8	187	689	,,	,,	,,	15,425	52	,,	15,446
Jaipur State.	3′ 3½″	*1940-41*	*82*	*236*	*42*	*384*	*61*	*9*	*70*	*454*	*260*	,,	,,	*9,364*	*87*	,,	**9,399
		1941-42	66	267	23	366	64	3	67	433	246	,,	,,	8,380	74	,,	**8,410
Jamnagar Dwarka.	3′ 3½″	*1940-41*	*47*	*236*	*36*	*319*	*90*	*41*	*131*	*450*	††233	,,	,,	*9,668*	*70*	,,	*9,696*
		1941-42	49	235	40	332	93	48	141	473	§§301	,,	,,	10,178	64	,,	10,204
Junagad State.	3′ 3½″	*1940-41*	*146*	*317*	*3*	*469*	*41*	*3*	*44*	*513*	*30*	,,	,,	*11,013*	*55*	,,	*11,035*
		1941-42	138	308	2	450	39	2	41	491	26	,,	,,	11,592	56	,,	11,614
Morvi	3′ 3½″	*1940-41*	*130*	*196*	*57*	*440*	*104*	*Nil*	*104*	*544*	*30*	,,	,,	*13,214*	*130*	,,	*13,266*
		1941-42	143	201	43	432	90	,,	90	522	30	,,	,,	12,082	93	,,	12,119
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1940-41*	*Nil*	*194*	*34*	*229*	*16*	*1*	*17*	*246*	*Nil*	,,	,,	*4,688*	*7*	,,	*4,691*
		1941-42	36	172	35	243	22	1	23	266	,,	,,	,,	5,570	9	,,	5,574
Total Class II Railways.		*1940-41*	*1,466*	*4,613*	*228*	*7,014*	*1,377*	*232*	*1,609*	*8,623*	*750*	*24*	*21,115*	*161,731*	*669*	‡‡62	*183,113*
		1941-42	1,303	3,485	594	5,490	1,228	158	1,386	6,876	757	Nil	Nil	145,681	510	‡‡55	146,885
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1940-41*	*Nil*	*97*	*Nil*	*117*	*15*	*33*	*48*	*165*	*Nil*	*Nil*	*Nil*	*1,587*	*Nil*	*Nil*	*1,587*
		1941-42	1	97	,,	109	18	30	48	157	,,	,,	,,	1,632	,,	,,	1,632
Arrah-Sasaram Light.	2′ 6″	*1940-41*	*Nil*	*205*	*6*	*211*	*11*	...	*11*	*222*	,,	,,	,,	*2,915*	,,	,,	*2,915*
		1941-42	,,	233	9	242	13	...	13	255	,,	,,	,,	3 468	,,	,,	3,468
Bankura-Damoodar.	2′ 6″	*1940-41*	,,	*115*	*1*	*119*	*11*	*52*	*63*	*182*	,,	,,	,,	*1,688*	,,	,,	*1,688*
		1941-42	,,	120	1	125	12	65	77	202	,,	,,	,,	2,003	,,	,,	2,003

* Includes light, assisting required, assisting not required, siding and departmental.
‡‡ Oil fuel is not converted into coal.
† Includes the Porbandar State Railway.
†† Includes 66 Rail Motor Coach Miles for public services.
§§ Includes 77 Rail motor coach miles for public services.
(c) Includes Oil Fuel consumed for other than Locomotive purposes 1941-42 1940-41.
(d) Included in class I Railways. 25 tons. 25 tons.
(e Amalgamated with E. B. Ry.

† Excluding Departmental.
§ Including Departmental.
** Excludes petrol consumed on Rail Motor Cars. 1941-42 1940-41.
42 tons. 43 tons.

and III Railways for the years 1940-41 and 1941-42.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*120*	*Nil*	*120*	*Nil*	*11,108*	..	*Nil*	*11,108*	*Nil*	*5·13*	*3·00*	*Nil*	*Nil*	*12·5*	*3·00*	*Nil*	Barsi Light.
,,	137	,,	137	,,	12,075	..	,,	12,075	,,	6·00	..	,,	,,	13·0	..	,,	
,,	*855*	,,	*855*	,,	*9,330*	*Nil*	,,	*9,330*	,,	*3·21*	*Nil*	,,	,,	*10·8*	*Nil*	,,	Bengal Doors.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
807	*Nil*	*5*	*809*	*21,922*	*Nil*	*70*	*Nil*	*21,950*	‖*17·5*	*Nil*	*12·0*	*Nil*	*17·5*	*Nil*	*12·0*	*Nil*	Bhavnagar State.
Nil	818	5	820	Nil	21,321	69	,,	21,348	Nil	18·5	12·0	,,	Nil	18·5	12·0	,,	
,,	*2,577*	*Nil*	*2,577*	..	*33,597*	*80*	,,	*33,629*	*Nil*	*4·75*	*6·81*	,,	,,	*17·5*	*6·81*	,,	Bikaner State.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Nil	*2,236*	*Nil*	*2,236*	*Nil*	*13,458*	*Nil*	*Nil*	*13,458*	*Nil*	*4·60*	*Nil*	*Nil*	*Nil*	*12·1*	*Nil*	*Nil*	Darjeeling Himalayan.
,,	2,140	,,	2,140	,,	14,515	,,	,,	14,515	,,	4·45	,,	,,	,,	12·0	,,	,,	
,,	*3,185*	,,	*3,185*	,,	*16,385*	,,	,,	*16,385*	,,	*12·3*	,,	,,	,,	*12·3*	,,	,,	Dibru-Sadiya.
,,	3,146	,,	3,146	,,	16,648	,,	,,	16,648	,,	12·2	,,	,,	,,	12·2	,,	,,	
,,	*453*	,,	*453*	,,	*14,979*	*56*	‡‡7	*15,001*	,,	*3·56*	*6·50*	*420·0*	,,	*17·6*	*7·17*	*420·0*	Gaekwar's Baroda State.
,,	458	,,	458	,,	15,023	55	‡‡6	15,045	,,	3·70	6·50	67·0	,,	17·2	7·00	80·4	
,,	*314*	*75*	*344*	,,	*9,992*	*126*	‡‡55	*10,042*	,,	*3·67*	*6·50*	*79·0*	,,	*16·6*	*6·67*	*97·9*	
,,	479	128	530	,,	10,050	171	‡‡49	10,118	,,	3·72	6·50	67·0	,,	17·2	6·55	80·4	
,,	*261*	*5*	*263*	,,	*14,936*	*73*	*Nil*	*14,965*	,,	‖*22·9*	*16·3*	*Nil*	,,	*23·1*	*16·3*	*Nil*	Gondal. ‡
,,	2,249	5	2,251	,,	17,674	57	,,	17,697	,,	‖22·4	16·3	,,	,,	22·6	16·3	,,	
,,	*126*	*10*	*130*	,,	*9,490*	*97*	,,	**9,529	,,	*5·00*	*4·50*	,,	,,	*18·0*	*4·50*	,,	Jaipur State.
,,	190	14	196	,,	8,570	88	,,	**8,605	,,	5·00	4·50	,,	,,	18·0	4·50	,,	
,,	*245*	*Nil*	*245*	,,	*9,913*	*70*	,,	*9,941*	,,	*4·60*	*11·1*	,,	,,	*22·1*	*11·1*	,,	Jamnagar Dwarka
,,	116	,,	116	,,	10,294	64	,,	10,320	,,	4·50	11·0	,,	,,	22·2	11·0	,,	
,,	*550*	*148*	*609*	,,	*11,563*	*203*	,,	*11,644*	,,	‖*5·77*	*10·0*	,,	,,	*17·8*	*10·0*	,,	Junagad State.
,,	584	7	587	,,	12,176	63	,,	12,201	,,	‖4·33	10·0	,,	,,	19·6	10·0	,,	
,,	*204*	*5*	*206*	,,	*13,418*	*135*	,,	*13,472*	,,	*4·94*	*3·78*	,,	,,	*20·3*	*3·78*	,,	Morvi.
,,	283	5	285	,,	12,365	98	,,	12,404	,,	5·75	4·92	,,	,,	21·0	4·92	,,	
,,	*41*	*4*	*43*	,,	*4,729*	*11*	,,	*4,734*	,,	*3·25*	*13·5*	,,	,,	*15·7*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	42	Nil	42	,,	5,612	9	,,	5,616	,,	3·50	13·6	,,	,,	14·0	13·6	,,	
807	*11,167*	*252*	*12,075*	*21,922*	*172,898*	*921*	‡‡62	*195,188*									Total Class II Railways.
Nil	10,642	164	10,798	Nil	156,323	674	‡‡55	156,592									
																	Class III.
Nil	*148*	*Nil*	*148*	*Nil*	*1,735*	*Nil*	*Nil*	*1,735*	*Nil*	*3·50*	*Nil*	*Nil*	*Nil*	*7·61*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	184	,,	184	,,	1,816	,,	,,	1,816	,,	3·50	,,	,,	,,	7·68	,,	,,	
,,	*473*	,,	*473*	,,	*3,388*	,,	,,	*3,388*	,,	*2·20*	,,	,,	,,	*9·50*	,,	,,	Arrah-Sasaram Light.
,,	378	,,	378	,,	3,846	,,	,,	3,846	,,	4·00	,,	,,	,,	10·3	,,	,,	
,,	*574*	,,	*574*	,,	*2,262*	,,	,,	*2,262*	,,	*3·50*	,,	,,	,,	*5·98*	,,	,,	Bankura Damoodar River.
,,	654	,,	654	,,	2,657	,,	,,	2,657	,,	3·50	,,	,,	,,	6·00	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.
(b) For figures relating to Oil Fuel see remarks against (c) on previous page.
‖ Do not represent pits mouth price and contract rates at the point of supply.

37.—Statistics of Engine Miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands).				Shunting and other Engine miles (in thousands).			Total engine miles (in thousands). (Cols. 7 + 10.)	Rail Cars (Internal Combustion engine propelled) miles. (In thousands.)	Rail Cars (Steam propelled) miles (in thousands.)
			§ Passenger.	§ Mixed.	§ Goods.	Total (including departmental).	§ Shunting.	* Miscellaneous.	** Total.			
1	2	3	4	5	6	7	8	9	10	11	12	13
Class III—*contd.*												
Barasat-Basirhat Light.	2′ 6″	*1940-41*	*99*	*81*	*49*	*230*	*15*	*1*	*16*	*246*	*Nil*	*78*
		1941-42	71	90	39	201	22	1	23	224	,,	89
Bengal Provincial	2′ 6″	*1940-41*	*Nil*	*91*	..	*91*	*8*	*2*	*10*	*101*	,,	*Nil*
		1941-42	..	97	Nil	97	8	3	11	108	,,	,,
Bukhtiarpur-Bihar Light.	2′ 6″	*1940-41*	*11*	*109*	*1*	*121*	*12*	..	*12*	*133*	,,	,,
		1941-42	7	69	1	77	13	..	13	90	,,	31
Burdwan-Katwa	2′ 6″	*1940-41*	*12*	*121*	*Nil*	*137*	*21*	*34*	*55*	*192*	,,	*Nil*
		1941-42	12	121	,,	136	20	36	56	192	,,	,,
Cutch State	2′ 6″	*1940-41*	*1*	*55*	*7*	*66*	*8*	*13*	*21*	*87*	,,	,,
		1941-42	1	55	1	60	8	14	22	82	,,	,,
Dehri-Rohtas Light	2′ 6″	*1940-41*	*Nil*	*56*	*Nil*	*56*	*8*	*Nil*	*8*	*64*	,,	,,
		1941-42	,,	56	,,	56	11	,,	11	67	,,	,,
Dholpur State.	2′ 6″	*1940-41*	*3*	*58*	..	*61*	*15*	*1*	*16*	*77*	*1*	,,
		1941-42	1	58	Nil	59	15	2	17	76	1	,,
Futwah-Islampur	2′ 6″	*1940-41*	..	*74*	,,	*74*	*3*	..	*3*	*77*	*Nil*	,,
		1941-42	Nil	71	..	71	2	..	2	73	,,	,,
Scindia State. (Gwalior Light)	2′ 0″	*1940-41*	*3*	*224*	*75*	*306*	*47*	*6*	*53*	*359*	,,	,,
		1941-42	3	240	127	372	54	2	56	428	,,	,,
Howrah-Amta Light	2′ 6″	*1940-41*	*198*	*119*	*29*	*349*	*27*	*1*	*28*	*377*	,,	,,
		1941-42	203	101	27	331	31	1	32	363	,,	11
Howrah-Sheakhala Light.	2′ 6″	*1940-41*	*80*	*31*	*1*	*114*	*6*	..	*6*	*120*	,,	,,
		1941-42	64	30	1	96	8	..	8	104	,,	5
Jagadhri Light	2′ 0″	*1940-41*	*Nil*	*10*	*Nil*	*10*	*1*	*Nil*	*1*	*11*	,,	*Nil*
		1941-42	,,	10	,,	10	1	,,	1	11	,,	,,
Jorhat	2′ 0″	*1940-41*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1941-42	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta	2′ 6″	*1940-41*	*59*	*77*	*1*	*139*	*18*	*115*	*133*	*272*	*Nil*	*Nil*
		1941-42	67	75	1	145	18	117	135	280	,,	,,
Matheran (Hill) Light	2′ 0″	*1940-41*	*Nil*	*11*	*2*	*13*	*Nil*	*Nil*	*Nil*	*13*	*8*	,,
		1941-42	..	13	2	15	,,	,,	,,	15	5	,,
Mewar State	3′ 3¼″	*1940-41*	*193*	*76*	*41*	*309*	*22*	*12*	*34*	*337*	*1*	
		1941-42	179	71	37	290	27	8	35	325	2	,,
Tenpore-Balipara Light.	2′ 6″	*1940-41*	*Nil*	*44*	*Nil*	*44*	*8*	*Nil*	*8*	*52*	*Nil*	,,
		1941-42	,,	44	,,	44	8	,,	8	52	,,	,,
Total Class III Railways.	..	*1940-41*	*649*	*1,654*	*213*	*2,561*	*256*	*270*	*526*	*3,087*	*10*	*78*
		1941-42	609	1,651	246	2,536	289	279	568	3,104	8	136

* Includes light, assisting required, assisting not required, siding and departmental.
‡ Information not available.
§ Excluding Departmental.
** Including Departmental.

and III Railways for the years 1940-41 and 1941-42—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															Class III—*contd.*
Nil	*3,360*	*Nil*	*Nil*	*3,360*	*Nil*	*1,238*	*Nil*	*Nil*	*1,238*	*Nil*	*4,598*	*Nil*	*Nil*	*4,598*	Baraset-Basirhat Light.
,,	3,125	,,	,,	3,125	,,	1,043	,,	,,	1,043	,,	4,168	,,	,,	4,168	
,,	*1,635*	,,	,,	*1,635*	,,	*120*	,,	,,	*120*	,,	*1,755*	,,	,,	*1,755*	Bengal Provincial.
,,	1,862	,,	,,	1,862	,,	120	,,	,,	120	,,	1,982	,,	,,	1,982	
,,	*1,586*	,,	,,	*1,586*	,,	*438*	,,	,,	*438*	,,	*2,024*	,,	,,	*2,024*	Bukhtiarpur-Bihar Light.
,,	1,215	,,	,,	1,215	,,	287	,,	,,	287	,,	1,502	,,	,,	1,502	
,,	*1,869*	,,	,,	*1,869*	,,	*338*	,,	,,	*338*	,,	*2,207*	,,	,,	*2,207*	Burdwan-Katwa.
,,	1,956	,,	,,	1,956	,,	358	,,	,,	358	,,	2,314	,,	,,	2,314	
,,	*1,817*	*28*	,,	*1,828*	,,	*48*	,,	,,	*48*	,,	*1,865*	*28*	,,	*1,876*	Cutch State.
,,	1,626	12	,,	1,631	,,	48	,,	,,	48	,,	1,674	12	,,	1,679	
,,	*1,770*	*Nil*	,,	*1,770*	,,	*123*	,,	,,	*123*	,,	*1,893*	*Nil*	,,	*1,893*	Dehri-Rohtas Light.
,,	2,148	,,	,,	2,148	,,	169	,,	,,	169	,,	2,317	,,	,,	2,317	
,,	*1,272*	*6*	,,	*1,274*	,,	*Nil*	,,	,,	*Nil*	,,	*1,272*	*6*	,,	*1,274*	Dholpur State
,,	1,253	5	,,	1,255	,,	,,	,,	,,	,,	,,	1,253	5	,,	1,255	
,,	*795*	*Nil*	,,	*795*	,,	*103*	,,	,,	*103*	,,	*898*	*Nil*	,,	*898*	Futwah-Islampur.
,,	806	,,	,,	806	,,	58	,,	,,	58	,,	864	,,	,,	864	
,,	*7,059*	*5*	,,	*7,061*	,,	*259*	,,	,,	*259*	,,	*7,318*	*5*	,,	*7,320*	Scindia State.
,,	8,572	5	,,	8,574	,,	220	,,	,,	220	,,	8,792	5	,,	8,794	(Gwalior Light).
,,	*5,520*	*Nil*	,,	*5,520*	,,	*1,764*	,,	,,	*1,764*	,,	*7,284*	*Nil*	,,	*7,284*	Howrah-Amta Light.
,,	5,774	,,	,,	5,774	,,	1,155	,,	,,	1,155	,,	6,929	,,	,,	6,929	
,,	*1,379*	,,	,,	*1,379*	,,	*441*	,,	,,	*441*	,,	*1,820*	,,	,,	*1,820*	Howrah-Sheakhala Light.
,,	1,433	,,	,,	1,433	,,	288	,,	,,	288	,,	1,721	,,	,,	1,721	
,,	*169*	,,	,,	*169*	,,	*Nil*	,,	,,	*Nil*	,,	*169*	,,	,,	*169*	Jagadhri Light.
,,	155	,,	,,	155	,,	,,	,,	,,	,,	,,	155	,,	,,	155	
,,	*483*	,,	,,	*483*	,,	*321*	,,	,,	*321*	,,	*804*	,,	,,	*804*	Jorhat.
,,	366	,,	,,	366	,,	229	,,	,,	229	,,	595	,,	,,	595	
,,	*2,505*	,,	,,	*2,505*	,,	*397*	,,	,,	*397*	,,	*2,902*	,,	,,	*2,902*	Kalighat-Falta.
,,	2,699	,,	,,	2,699	,,	417	,,	,,	417	,,	3,116	,,	,,	3,116	
,,	*360*	,,	,,	*360*	,,	*Nil*	,,	,,	*Nil*	,,	*360*	,,	,,	*360*	Matheran Light.
,,	408	,,	,,	408	,,	,,	,,	,,	,,	,,	408	,,	,,	408	
,,	*7,734*	*33*	,,	*7,769*	,,	*1,252*	,,	,,	*1,252*	,,	*8,986*	*33*	,,	*9,021*	Mewar State.
,,	7,588	36	,,	7,602	,,	981	,,	,,	981	,,	8,569	36	,,	8,583	
,,	*954*	*Nil*	,,	*954*	,,	*168*	,,	,,	*168*	,,	*1,122*	*Nil*	,,	*1,122*	Tezpore-Balipara Light.
,,	954	,,	,,	954	,,	168	,,	,,	168	,,	1,122	,,	,,	1,122	
Nil	*46,457*	*127*	*Nil*	*46,507*	*Nil*	*8,205*	*Nil*	*Nil*	*8,205*	*Nil*	*54,662*	*127*	*Nil*	*54,712*	Total Class III Railways.
,,	49,043	58	,,	49,066	,,	6,757	,,	,,	6,757	,,	55,800	58	,,	55,823	

(a) 2½ Tons of Wood = 1 Ton of coal and 0·55 Ton of Oil fuel = 1 Ton of Coal.

37.—*Statistics of Engine Miles and Coal consumption of Class II and III Railways for the years 1940-41 and 1941-42*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
30	31	32	33	34	35	36	37	38	39	40
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS III—*concld.*										
Baraset-Basirhat Light	2′ 6″	*1940-41*	*Nil*	*2·20*	*Nil*	*Nil*	*Nil*	*9·20*	*Nil*	*Nil*
		1941-42	,,	4·00	,,	,,	,,	10·4	,,	,,
Bengal Provincial	2′ 6″	*1940-41*	,,	*2·87*	,,	,,	,,	*6·00*	,,	,,
		1941-42	,,	2·56	,,	,,	,,	5·88	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1940-41*	,,	*3·20*	,,	,,	,,	*9·40*	,,	,,
		1941-42	,,	4·00	,,	,,	,,	10·2	,,	,,
Burdwan-Katwa	2′ 6″	*1940-41*	,,	*3·50*	,,	,,	,,	*7·61*	,,	,,
		1941-42	,,	3·50	,,	,,	,,	7·68	,,	,,
Cutch State	2′ 6″	*1940-41*	,,	‖*42·0*	*7·00*	,,	,,	*42·0*	*7·00*	,,
		1941-42	,,	‖38·0	7·00	,,	,,	38·0	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1940-41*	,,	*3·75*	*Nil*	,,	,,	*9·33*	*Nil*	,,
		1941-42	,,	3·75	,,	,,	,,	9·57	,,	,,
Dholpur State	2′ 6″	*1940-41*	,,	*4·50*	*10·5*	,,	,,	*16·8*	*10·5*	,,
		1941-42	,,	4·25	8·80	,,	,,	17·1	8·80	,,
Futwah-Islampur	2′ 6″	*1940-41*	,,	*3·20*	*Nil*	,,	,,	*9·20*	*Nil*	,,
		1941-42	,,	4·00	,,	,,	,,	10·1	,,	,,
Scindia State (Gwalior Light).	2′ 0″	*1940-41*	,,	*4·46*	‡	,,	,,	*14·8*	‡	,,
		1941-42	,,	4·56	‡	,,	,,	14·8	Nil	,,
Howrah-Amta Light	2′ 0″	*1940-41*	,,	*3·20*	*Nil*	,,	,,	*10·8*	,,	,,
		1941-42	,,	4·00	,,	,,	,,	10·4	,,	,,
Howrah-Sheakhala Light	2′ 0″	*1940-41*	,,	*3·20*	,,	,,	,,	*10·8*	,,	,,
		1941-42	,,	4·00	,,	,,	,,	10·4	,,	,,
Jagadhri Light	2′ 0″	*1940-41*	,,	*3.91*	,,	,,	,,	*14·8*	,,	,,
		1941-42	,,	5·33	,,	,,	,,	16·6	,,	,,
Jorhat	2′ 0″	*1940-41*	,,	*11·8*	,,	,,	,,	*14·3*	,,	,,
		1941-42	,,	11·8	,,	,,	,,	14·3	,,	,,
Kalighat-Falta	2′ 6″	*1940-41*	,,	*3·56*	,,	,,	,,	*9·93*	,,	,,
		1941-42	,,	3·50	,,	,,	,,	10·1	,,	,,
Matheran Hill Light	2′ 0″	*1940-41*	,,	*4·80*	,,	,,	,,	*16·4*	,,	,,
		1941-42	,,	5·30	,,	,,	,,	16·8	,,	,,
Mewar State.	3′ 3½″	*1940-41*	,,	*4·25*	*8·00*	,,	,,	*18·0*	*8·00*	,,
		1941-42	,,	3·31	8·00	,,	,,	18·5	8·00	,,
Tezpore-Balipara Light	2′ 6″	*1940-41*	,,	*16·7*	*Nil*	,,	,,	*16·7*	*Nil*	,,
		1941-42	,,	16·7	,,	,,	,,	16·7	,,	,,

‡ Unserviceable sleepers without value.
‖ Do not represent pits mouth price, but contract rates at the point of supply.

APPENDICES.

APPEN

Value of Stores purchased by Class I Railways (excluding Bikaner State, Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
A. Bridge work and its parts, fittings and special fastenings.	..	..	..	..	..	..	..	3	8
B. Engineering Plant and components including all hand and power machinery.	..	2	4	8	4	1	..	1,41	34
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	4	15	3	1	14	..	41	2,45	33
D. Permanent Way Material and Track tools—									
(a) Rails	..	10	8	..	..	..	..	..	22,39
(b) Steel Sleepers	..	..	..	..	..	..	..	1	45
(c) Cast-iron sleepers	..	..	..	..	..	..	..	..	14
(d) Wooden sleepers	..	..	2,80	..	..	7,75	..	..	10,38
(e) Other P. W. Material ..	..	..	2	..	4	20	..	6	3,79
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	8	13	18	1,91	16	3	6,13	1,76	2,63
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	6	6	11	..	..	..	2,90	5,12	6,12
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	3	1	1,84	40	13	..	21	90
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	5	88	24	12	7	..	28	1,37
Eb6. Trimmings, i.e., textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	4	1	..	8	..	..	37	14
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	1	70	18	11	36	7	..	2,33	7,47
F2. Signal and Interlocking material, and their parts and fittings.	..	6	3	..	12	11	..	27	2,28
Gb1. Hardware, Copper, Tin and Zinc-ware, i.e., all simple material in common use manufactured from raw metal.	3	54	45	..	1,37	54	40	1,74	1,80
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	1	9	6	5	34	6	..	55	38
Gb4. Metals	..	1,02	1,55	3	2,63	1,57	1,73	14,39	17,16
Gb5. Painters' Stores	..	34	46	44	1,03	77	..	90	5,41
Gb6. Timber	..	..	1,68	..	1,35	43	..	22	7,59
Gb7. Fuel and fuel oil	..	..	9,46	..	11	10,61	..	13	47,69
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	51	21	42	1,93	..	..	5,06	2,21
All other stores not detailed in the above major heads.	8	3,34	3,37	16	4,93	4,42	11	18,35	22,20
Total	31	8,18	21,61	5,29	15,15	26,77	11,68	55,64	1,63,25

DIX A.

and H. E. H. the Nizam's State Railways) during the year 1941-42. (In thousands of rupees.)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Eastern Bengal.			East Indian. †			Stores purchased.	
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	20	
..	..	31	..	..	..	..	1	4,09	A. Bridge work and its parts, fittings and special fastenings.	
..	56	39	..	84	43	..	1,48	31	B. Engineering Plant and components including all hand and power machinery.	
1,59	2,17	24	..	3,34	43	..	4,05	62	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	
									D. Permanent Way Material and Track tools—	
..	..	2,79	..	..	4,16	..	..	10,13	(*a*) Rails.	
..	..	..	..	..	..	..	..	..	(*b*) Steel sleepers.	
..	..	..	..	..	..	..	..	19,93	(*c*) Cast iron sleepers.	
..	17	10,27	..	..	16,62	..	..	10,64	(*d*) Wooden sleepers.	
17	8	2,70	..	..	4,89	..	..	6,01	(*e*) Other P. W. Material.	
3,78	85	20	..	3,30	1,10	23	13,78	1,82	Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	
3,31	27	1,77	..	2,89	1,71	..	70	21,66	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	
5	21	1,15	..	2,41	1,33	..	21	6,60	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	
..	54	68	..	45	49	..	50	2,00	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	
..	37	10	..	77	25	..	47	38	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	
20	1,08	85	..	82	10,03	..	1,89	9,83	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	
44	79	1,42	..	22	44	..	23	7,57	F2. Signal and Interlocking material, and their parts and fittings.	
28	3,52	3,55	..	2,58	1,06	..	4,34	1,78	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	
6	1,11	1,05	..	71	55	..	95	1,54	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	
1,28	8,56	13,40	..	10,12	4,10	57	15,70	39,71	Gb4. Metals.	
..	52	3,69	..	2,31	1,76	..	86	5,93	Gb5. Painters' Stores.	
..	4,58	48	..	30	3,05	..	2,65	3,03	Gb6. Timber.	
..	89	21,25	..	36	26,12	..	..	34,73	Gb7. Fuel and fuel oil.	
1,86	5,18	1,02	..	4,98	1,68	..	7,88	4,92	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	
83	12,32	21,66	..	12,74	7,39	1	15,59	60,62	All other stores not detailed in the above major heads.	
13,85	43,77	88,97	..	49,14	87,59	81	71,29	2,53,85	Total.	

† Includes figures for Central India Coalfields Railway.

Value of Stores purchased by Class I Railways (excluding Bikaner State, Jodhpur, Mysore State

NOTE.—Columns headed *A* indicate Value of stores
" *B* indicate Value of imported
" *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
21	A 22	B 23	C 24	A 25	B 26	C 27	A 28	B 29	C 30
A. Bridge work and its parts, fittings and special fastenings.	..	..	..	..	8	11	..	3	39
B. Engineering Plant and components including all hand and power machinery.	..	34	23	..	6	..	..	69	32
C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.	..	1,44	24	10	55	8	..	1,73	30
D. Permanent Way Material and Track tools—									
(a) Rails	..	..	5,54	..	..	1,71	..	..	4,76
(b) Steel Sleepers	..	..	..	..	..	..	..	..	13
(c) Cast iron sleepers	..	..	9,31	..	..	7	..	..	1,15
(d) Wooden sleepers	..	..	80	..	..	9,34	..	74	16,41
(e) Other P. W. Material ..	1	35	2,00	44	11	2,42	..	15	13,85
Ea1. Steam Locomotives and their parts and fittings including brake gear but excluding electrical material.	..	5,09	1,38	4,44	1,80	50	7	14,09	1,95
Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.	..	2,76	3,67	1,25	99	7,02	..	5,49	4,78
Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.	..	28	68	7	12	19	..	15	12
EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.	..	7	1,25	..	12	19	..	55	1,03
Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.	..	21	86	13	38	9	..	1,69	1,58
F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.	..	97	2,06	..	33	50	..	2,13	2,69
F2. Signal and Interlocking material, and their parts and fittings.	..	31	1,30	6	6	19	..	43	23
Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.	..	4,06	4,89	21	98	40	..	3,05	3,58
Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.	..	88	3,12	26	40	56	..	51	61
Gb4. Metals	..	12,45	14,02	1,40	4,71	5,18	..	9,12	9,43
Gb5. Painters' Stores	..	73	3,12	24	1,31	1,19	..	1,53	2,37
Gb6. Timber	..	3,21	1,63	..	..	2,58	..	..	3,19
Gb7. Fuel and fuel oil	..	54	59,57	..	1,79	28,98	..	15,54	50,46
H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.	..	9,68	2,87	1,22	2,17	64	..	7,07	2,09
All other stores not detailed in the above major heads.	1	15,16	24,79	94	12,56	7,56	..	15,97	38,17
Total	2	58,53	1,43,34	10,76	28,52	69,50	7	80,66	1,61,59

DIX A—*concld.*

and H. E. H. the Nizam's State Railways) during the year 1941-42. (*In thousands of rupees.*)

imported direct (including Customs charges).

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 31	B 32	C 33	A 34	B 35	C 36	A 37	B 38	C 39	40
..	..	..	..	..	..	..	15	4,98	A. Bridge work and its parts, fittings and special fastenings.
1	5	1	9	43	2	18	5,92	2,10	B. Engineering Plant and components including all hand and power machinery.
..	4	..	2	22	..	2,17	16,28	2,27	C. Workshop Machinery, plant and equipment including Pneumatic machinery and Tools.
									D. Permanent Way Material and Track tools—
..	..	..	..	..	51	..	10	52,07	(*a*) Rails.
..	..	..	..	..	..	..	1	58	(*b*) Steel sleepers.
..	..	..	..	..	..	..	..	30,60	(*c*) Cast iron sleepers.
..	..	2,46	..	..	8,18	..	91	95,65	(*d*) Wooden sleepers.
..	4	24	..	12	5,91	62	95	41,13	(*e*) Other P. W. Material.
1,75	34	12	3,63	41	8	22,02	41,71	9,99	Ea1. Steam Locomotives and their parts and fittings, including brake gear but excluding electrical material.
..	..	..	6	10	67	7,58	18,38	49,51	Eb1. Railway Carriage and Wagon Underframes and Components including brake rigging but excluding electrical material and train lighting material.
30	1	13	11	8	8	2,37	4,11	11,32	Eb2. Railway Carriage and Wagon body components excluding electrical, gas, rubber and textile fittings.
..	1	5	..	5	11	24	2,74	8,12	EVB. Automatic Vacuum Brake Equipment and its parts and fittings other than rigging and parts exclusively used on locomotives.
..	1	..	21	16	10	34	4,55	3,51	Eb6. Trimmings, *i.e.*, textile, fibre and leather articles used for furnishing railway carriage interiors and roofing, flooring and sewing materials.
..	6	2	1	34	2,37	33	11,01	36,07	F1. Building material, water mains, sewage system and track and yard enclosing material, and all other parts and fittings.
..	3	..	..	24	28	50	2,76	13,85	F2. Signal and Interlocking material, and their parts and fittings.
..	72	16	18	95	28	1,10	23,85	18,49	Gb1. Hardware, Copper, Tin and Zinc-ware, *i.e.*, all simple material in common use manufactured from raw metal.
..	15	7	4	48	11	42	6,17	8,11	Gb3. All Leather, Canvas and India Rubber in bulk, and articles made from them which are not included under other heads.
..	1,40	1,04	1,41	2,88	6,32	6,42	83,98	1,13,48	Gb4. Metals.
4	43	16	4	1,63	1,35	76	11,59	26,22	Gb5. Painters' Stores.
..	..	47	..	1	2,09	..	12,32	26,22	Gb6. Timber.
..	..	2,53	..	1,23	12,88	..	20,59	3,04,28	Gb7. Fuel and fuel oil.
..	55	5	47	3,05	80	3,97	48,06	16,49	H. (a to e). Electrical and Train and Locomotive Lighting Plants and materials, etc., and Telegraph and Telephone equipment.
..	81	1,46	31	7,74	6,35	2,45	1,19,51	1,97,99	All other stores not detailed in the above major heads.
2,10	4,65	8,97	6,58	20,12	47,59	51,47	4,35,65	10,73,03	Total.

APPEN

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work.	Year.	Capital outlay.	Our		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar	7th Jany. 1915.	*1939-40*	*(a) 26,92,392*	*763,730*	*173,679*	*115,027*
				1940-41	*(a)25,09,432*	*725,992*	*150,544*	*127,998*
				1941-42	(p) 24,25,136	833,848	112,979	146,525
Swang	East Indian and Bengal-Nagpur Railways.	Bihar	27th July 1924.	*1939-40*	*(a)15,73,770*	*34,448*	*(e) 2,854*	*11,339*
				1940-41	*(a)15,59,588*	*37,921*	*(e) 2,736*	*10,149*
				1941-42	15,66,467	39,681	(e) 3,090	12,690
Kurharbaree	State	Bihar	1st January 1871.	*1939-40*	*(a)28,17,329*	*208,847*	*88,226*	*55,125*
				1940-41	*(a)27,94,267*	*234,632*	*109,691*	*63,674*
				1941-42	(o)26,64,465	197,673	93,294	53,051
Serampur	State	Bihar	1st January 1871.	*1939-40*	*(a)28,21,487*	*166,513*	*90,882*	*68,399*
				1940-41	*(a)26,35,386*	*134,426*	*65,721*	*56,702*
				1941-42	(o)25,78,405	108,636	52,743	42,883
Bhurkunda	State	Bihar	1st June 1927.	*1939-40*	*(a)52,86,680*	*90,767*	*Nil*	*(d)14,662*
				1940-41	*(a)52,55,384*	*105,932*	*1,581*	*(d) 6,651*
				1941-42	(a)52,42,283	128,809	4,115	(d)10,171
Kargali	State	Bihar	18th July 1917.	*1939-40*	*(a)37,74,881*	*599,648*	*1,619*	*(d)101,645*
				1940-41	*(a)36,98,407*	*520,840*	*1,774*	*(d)108,559*
				1941-42	(a)35,59,382	675,951	1,822	(d)115,820
Argada	Bengal Nagpur Railway.	Bihar	1st May 1926.	*1939-40*	*(m)24,58,470*	*(c)296,152*	*Nil*	*(c)22,629*
				1940-41	*(m)24.08,190*	*(c)280,163*	*Nil*	*(c)25,950*
				1941-42	(m)23,09,144	269,720	Nil	25,635
Denibera	Bengal Nagpur Railway.	Orissa (Talcher State)	(g) 1st Sept. 1932.	*1939-40*	*(m)19,26,979*	*(c)107,783*	*Nil*	*(c) 19,643*
				1940-41	*(m)19,17,716*	*113,269*	*Nil*	*(c) 13,905*
				1941-42	*(m)*19,04,742	110,448	Nil	9,327
Talcher	Madras & Southern Mahratta Railway.	Orissa (Talchar State)	Sept. 1930	*1939-40*	*40,96,215*	*186,257*	*Nil*	*13,844*
				1940-41	*41,55,012*	*192,828*	*Nil*	*13,691*
				1941-42	42,45,032	200,861	Nil	19,864
Jarangdih	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar	1st April 1927.	*1939-40*	*(j)77,84,660*	*73,841*	*2,795*	*2,417*
				1940-41	*(l)77.83.204*	*79669*	*2,995*	*1,249*
				1941-42	*(n)*77,75,952	74,147	3,481	45
Religara Dari	Bombay, Baroda & Central India and Madras & Southern Mahratta Railways	Bihar	..	*1939-40*	*(b)17,70,852*	††	††	††
				1940-41	*(b)16,66,685*	††	††	††
				1941-42	(b)15,62,518	††	††	††
Kurasia	State.	Central Provinces.	7th May 1932	*1939-40*	*(i) 16,03,083*	*278,744*	*Nil*	*3,418*
				1940-41	*(k)16,73,377*	*277,106*	*Nil*	*3,345*
				1941-42	(q)16,22,546	297,414	Nil	6,927
Kedla	East Indian and Bengal Nagpur Railways.	Bihar	..	*1939-40*	*(f) Nil*	§	§	§
				1940-41	*(f) Nil*	§	§	§
				1941-42	(f) Nil	§	§	§

(a) The decrease is due to credits on account of Sinking Fund.
(b) The decrease is due to the write-off of the amount of Rs. 1,04,187 to the Revenue Accounts of the B., B. & C. I. & M. & S. M. Railways.
(c) Revised figure.
(d) Includes colliery consumption.
(e) Represents Smithy coal.
(f) Due to the capital outlay having been written back to Revenue.
(g) Stopped from 4th June 1936 and recommenced from 26th February 1937.
(h) Includes Rs. 43,453 on account of Sinking Fund recovered.
(i) Includes Rs. 54,084 on account of Sinking Fund recovered.
(j) The decrease is due to disposal of plant and materials released from abandoned works and inclusion of Sinking Fund charges.
(k) Includes Rs. 64,609/12/- on account of Sinking Fund recovered.
(l) The decrease is due to the adjustment of the cost of abandoned assets remaining at debit of capital (B.B. & C.I. Railway portion) carried out during 1941-42.
(n) Increase is due to the purchase of stores as War Reserve.
(o) Decrease is due to credit on account of adjustment of Sinking Fund charges and also to adjustment on account of write back of original cost of several assets.
(p) Decrease is due to credit on account of Sinking Fund and partly due to decrease in the balance of floating assets.
(q) Includes Rs. 90,608/9/- on account of Sinking Fund recovered.

DIX B.

for the years 1939-40 to 1941-42.

PIT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
1,052,436	*1,052,436*	*17,27,037*	*1·64*	*(c)5,224*	*(c)201*	*2*	*24*	Bokaro.
1,004,534	*1,004,534*	*19,25,326*	*1·92*	*6,321*	*160*	*2*	*31*	
1,093,352	1,093,352	19,36,137	1·77	6,933	158	3	35	
48,641	*48,641*	*2,31,091*	*4·75*	*148*	*329*	*Nil*	Nil	Swang.
50,806	*50,806*	*2,62,425*	*5·17*	*405*	*125*	*Nil*	*4*	
55,451	55,451	2,72,441	4·91	501	111	*Nil*	1	
352,198	*354,804*	*16,25,960*	*4·62*	*1,946*	*181*	*4*	*57*	Kurharbaree.
407,997	*399,776*	*18,30,872*	*4·49*	*2,155*	*190*	7	*62*	
344,018	351,850	16,91,732	5·49	1,992	173	12	70	
325,794	*336,538*	*14,11,346*	*4·33*	*1,737*	*187*	*5*	*36*	Serampur.
256,849	*257,079*	*12,10,110*	*4·71*	*1,442*	*178*	*Nil*	*38*	
204,261	203,467	13,26,125	6·49	1,284	159	3	55	
105,429	*105,429*	*6,56,256*	*6·22*	*974*	*108*	*Nil*	*2*	Bhurkunda.
114,164	*114,164*	*6,44,078*	*5·64*	*1,009*	*113*	*Nil*	*2*	
143,095	143,095	7,05,679	5·93	1,236	116	1	7	
702,912	*702,912*	*20,31,560*	*2·89*	*5,248*	*134*	*2*	*15*	Kargali.
631,173	*631,173*	*18,95,909*	*3·00*	*4,780*	*132*	*2*	*12*	
793,593	791,297	22,60,920	2·85	4,894	162	3	13	
(c)318,981	*(c)318,981*	*8,13,713*	*(c)2·55*	*1,586*	*198*	*1*	*Nil*	Argada.
(c)306,113	*(c)306,113*	*7,54,385*	*(c)2·47*	*1,626*	*(c)206*	*Nil*	*Nil*	
295,355	295,355	8,44,822	2·86	1,582	186	*Nil*	1	
(c)127,426	*(c)122,110*	*5,46,952*	*(c)4·29*	*1,146*	*104*	*Nil*	*15*	Doulbera.
(c)127,172	*(c)129,497*	*6,00,508*	*4·72*	*1,215*	*(c)104*	*5*	*6*	
119,775	120,066	5,91,526	4·94	1,127	106	*2*	8	
200,101	*200,101*	*5,57,810*	*2·79*	*1,430*	*140*	*2*	*475*	Talcher.
206,519	*206,519*	*6,79,790*	*3·29*	*1,673*	*123*	*2*	*205*	
220,725	220,725	8,05,546	3·65	1,703	130	*1*	201	
79,053	*79,032*	*3,07,137*	*3·89*	*450*	*176*	*Nil*	*1*	Jarangdih.
83,913	*84,894*	*3,00,492*	*3·69*	*525*	*160*	*Nil*	*Nil*	
77,673	79,755	3,18,071	4·09	480	162	*Nil*	*4*	
††	††	††	††	††	††	††	††	Religara Dari.
††	††	††	††	††	††	††	††	
††	††	††	††	††	††	††	††	
282,162	*282,158*	*6,62,483*	*2·35*	*1,134*	*248*	*1*	*6*	Kurasia.
280,451	*280,353*	*7,39,645*	*2·64*	*1 122*	*250*	*2*	*3*	
304,341	304,931	8,10,035	2·66	1,103	276	*Nil*	*Nil*	
§	§	§	§	§	§	§	§	Kedla.
§	§	§	§	§	§	§	§	
§	§	§	§	§	§	§	§	

(*m*) The decrease is due to redemption of Capital on Sinking Fund basis.

†† The colliery has been relinquished.

§ Further Development postponed indefinitely.

APPEN

Statement showing the Number of Servants of all races (gazetted and non-gazetted, permanent and close of the year

Number

Railways	Europeans.		Indians.									
			Hindus.				Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
			Hindus other than Depressed Classes.		Depressed Classes.							
	1940-41.	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.
1	2	3	4	5	6	7	8	9	10	11	12	13
CLASS I.												
Assam-Bengal	*39*	28	*7,449*	7,564	*2,635*	2,008	*6,055*	6,082	*259*	268	*165*	147
Bengal & North Western.	*76*	76	*19,647*	20,027	*4,098*	4,235	*4,122*	4,212	*251*	260	*12*	14
Bengal-Nagpur§.	**155*	142	**49,214*	52,632	**9,288*	10,196	**7,498*	7,789	**2,177*	1,882	**601*	623
Bikaner State	‡	7	‡	3,786	(a)	(a)	‡	857	‡	2	‡	48
Bombay, Baroda & Central India.	*259*	219	*42,018*	43,623	*8,005*	9,005	*11,576*	12,689	*1,079*	1,029	*242*	259
Eastern Bengal.	*132*	111	*28,431*	30,156	*9,719*	9,743	*16,380*	18,876	*620*	558	*174*	168
East Indian	*452*	375	*84,286*	82,619	*19,772*	19,316	*26,424*	26,910	*2,420*	2,251	*519*	647
Great Indian Peninsula.	**245*	255	**47,626*	53,172	*21,309*	23,164	*10,509*	12,275	*1,640*	1,603	*281*	317
Jodhpur	*17*	16	*5,230*	5,697	*930*	804	*1,771*	1,785	*19*	18	*13*	14
Madras & Southern Mahratta.	*115*	108	*26,678*	27,778	*9,117*	9,906	*5,383*	5,529	*1,915*	1,800	*12*	11
Mysore State	*Nil*	Nil	*5,896*	5,598	*678*	1,139	*681*	730	*128*	118	*Nil*	Nil
Nizam's State (b)	**55*	53	**6,817*	7,110	**5,074*	5,174	**2,213*	2,318	**323*	302	**6*	7
North Western	**398*	380	**30,876*	31,151	**5,966*	6,402	**58,303*	62,948	**858*	767	**6,184*	6,267
Rohilkund & Kumaun.	*8*	8	*3,382*	3,534	*941*	743	*1,872*	1,949	*46*	37	*1*	2
South Indian	**73*	57	**29,005*	28,546	**3,039*	3,124	**2,262*	2,389	**1,376*	1,242	*Nil*	1
Total	**2,024*	1,835	**386,555*	402,993	**100,571*	104,959	**155,049*	167,338	**13,111*	12,137	**8,210*	8,525
CLASS II												
Barsi Light	*6*	6	*778*	775	*368*	364	*175*	175	*8*	6	*Nil*	Nil
Bhavnagar State	*1*	1	*1,403*	1,417	*1,437*	1,398	*236*	234	*Nil*	Nil	*1*	1
Bikaner State	*9*	†	*3,774*	†	(a)	(a)	*798*	†	*1*	†	*51*	†
Darjeeling-Himalayan.	*5*	6	*1,306*	1,518	*155*	155	*67*	68	*16*	11	*2*	1
Dibru-Sadiya	*10*	9	*1,134*	1,324	*540*	439	*331*	391	*2*	2	*27*	26
Gaekwar's Baroda State.	*Nil*	Nil	*3,291*	3,272	*424*	458	*303*	296	*12*	7	*37*	37
Gondal	*Nil*	Nil	*996*	1,094	*233*	237	*87*	79	*Nil*	Nil	*Nil*	Nil
Jaipur State	*3*	3	*824*	825	*214*	270	*235*	203	*6*	4	*3*	2
Jamnagar-Dwarka	*Nil*	Nil	*1,135*	1,159	*26*	27	*211*	220	*Nil*	Nil	*Nil*	Nil
Junagad State	*3*	2	*1,131*	1,152	*60*	61	*233*	238	*9*	8	*Nil*	Nil
Morvi	*Nil*	Nil	*938*	1,007	*54*	54	*72*	82	*2*	2	*Nil*	Nil
Shahdara (Delhi)-Saharanpur.	*5*	4	*305*	354	*76*	131	*258*	276	*9*	7	*7*	8
Total	*42*	31	*17,265*	13,897	*3,587*	3,594	*3,006*	2,262	*65*	47	*128*	75
Class III, Total	*29*	28	*4,268*	4,326	*1,974*	2,068	*968*	939	*14*	9	*9*	7
Railway Board & Other Railway Offices. ††	*47*	39	*5,573*	5,656	*873*	895	*1,817*	1,919	*48*	49	*138*	139
Collieries (B. N. Rly.)	*1*	1	*444*	449	*61*	56	*72*	61	*1*	Nil	*18*	19
Grand Total	**2,143*	1,934	**414,105*	427,321	**107,066*	111,572	**160,912*	172,519	**13,239*	12,242	**8,503*	8,785

*Revised figures.

(a) No distinction is observed on this Railway between Hindus— other than Depressed Classes and Hindus—Depressed classes.

§Figures for 1940-41 have been revised due to exclusion of collieries staff (B.N. Ry.).

†Included in class I railways. ‡ Included in class II railways. ††Figures for 1941-42 exclude staff of Senior Government Inspectors of Railways.

DIX C-I.

*temporary, **open line**, only) employed on each Railway and under the Railway Board at the 1940-41 and 1941-42.*

servants employed.

Indian Christians.		Parsis.		Other communities.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service (or Deptt.)		Railways.
1940-41.	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	
14	15	16	17	18	19	20	21	22	23	24	25	26
												CLASS I.
120	91	*1*	1	*244*	197	*16,928*	16,358	*16,967*	16,386	*16,967*	16,386	A.-B.
225	247	*2*	2	*2*	1	*28,359*	28,998	*28,435*	29,074	*28,435*	29,074	B. & N.-W.
** 1,303*	1,375	*17*	12	*38*	45	**70,136*	74,554	**70,291*	74,696	**70,291*	74,696	B.-N.
‡	12	‡	¶	‡	*Nil*	‡	4,705	‡	4,712	‡	4,712	BK. S.
1,744	1,889	*875*	888	*500*	369	*66,039*	69,751	*66,298*	69,970	*66,298*	69,970	B., B. & C. I.
266	297	*4*	3	*14*	19	*55,608*	59,820	*55,740*	59,931	*55,741*	59,932	E. B.
884	891	*16*	14	*15*	20	*134,336*	132,668	*134,788*	133,043	*134,793*	133,048	E. I.
**3,594*	4,190	*460*	486	*460*	459	**85,879*	95,666	**86,124*	95,921	**86,124*	95,921	G. I. P.
92	85	*2*	2	*8*	7	*8,065*	8,412	*8,082*	8,428	*8,083*	8,429	Jodhpur.
3,752	3,980	*51*	52	*350*	366	*47,258*	49,422	*47,373*	49,530	*47,373*	49,530	M. & S. M.
393	477	*3*	3	*4*	4	*7,783*	8,069	*7,783*	8,069	*7,783*	8 069	Mysore State.
**714*	760	¶	¶	**67*	69	**15,214*	15,740	**15,269*	15,793	**15,269*	15,793	N. S. (*b*)
1,382	1,370	*53*	51	*21*	23	**103,643*	108,979	**104,041*	109,359	**104,046*	109,363	N. W.
32	27	*Nil*	Nil	*2*	2	*6,276*	6,294	*6,284*	6,302	*6,284*	6,302	R. & K.
**3,846*	3,933	*Nil*	1	*4*	4	**39,532*	39,240	**39,605*	39,297	**39,605*	39,297	S. I.
**18,347*	19,624	*1,484*	1,515	**1,729*	1,585	**685,056*	718,676	**687,080*	720,511	**687,092*	720,522	Total.
												CLASS II.
58	58	*Nil*	Nil	*Nil*	Nil	*1,387*	1,378	*1,393*	1,384	*1,393*	1,384	Barsi Light.
38	41	*28*	27	*Nil*	Nil	*3,143*	3,118	*3,144*	3,119	*3,144*	3,119	B. S.
10	†	¶	†	*Nil*	†	*4,634*	†	*4,643*	†	*4,643*	†	BK. S.
9	10	*Nil*	Nil	*9*	8	*1,764*	1,771	*1,769*	1,777	*1,769*	1,777	D. H.
25	30	¶	¶	*2*	5	*2,061*	2,217	*2,071*	2,226	*2,071*	2,226	D. S.
53	46	*12*	11	*2*	4	*4,134*	4,131	*4,134*	4,131	*4,134*	4,131	G. B. S.
8	7	*Nil*	Nil	*Nil*	Nil	*1,324*	1,417	*1,324*	1,417	*1,324*	1,417	Gondal.
5	8	*Nil*	Nil	*Nil*	Nil	*1,287*	1,312	*1,290*	1,315	*1,290*	1,315	Jaipur State
14	13	*Nil*	Nil	*Nil*	Nil	*1,386*	1,419	*1,386*	1,419	*1,386*	1,419	J. D.
5	8	*1*	1	*1*	1	*1,490*	1,469	*1,493*	1,471	*1,493*	1,471	J. S.
3	3	*1*	1	*Nil*	Nil	*1,070*	1,149	*1,070*	1,149	*1,070*	1,149	Morvi.
2	2	*Nil*	Nil	*Nil*	Nil	*657*	778	*662*	782	*662*	782	S. (D.) S.
230	226	*42*	40	*14*	18	*24,337*	20,159	*24,379*	20,190	*24,379*	20,190	Total.
15	15	*5*	3	*14*	15	*7,267*	7,382	*7,296*	7,410	*7,296*	7 410	Cl. III Total.
160	170	*Nil*	Nil	*85*	85	*8,694*	*8,933*	*8,741*	8,972	*8,743*	8,976	R. Bd. & other R.
6	5	Nil	Nil	*Nil*	Nil	*602*	590	*603*	*591*	*603*	591	Collieries (B. N. Ry.)
**18,758*	20,040	*1,531*	1,558	**1,842*	1,703	**725,956*	755,740	**728,099*	757,674	**728,113*	757,689	Grand Total

¶Not furnished.

(*b*) Figures for 1940-41 have been revised due to exclusion of staff employed on Road & Air Departments.

APPENDIX C-II.

Statement showing the number of servants of all races employed on Class I Railways—Open line and Construction—(excluding His Exalted Highness the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) and in the Railway Board and other Railway offices, in subordinate services (excluding labourers and inferior servants at the close of the years 1940-41 and 1941-42.

Name of Railway.	31st MARCH 1941.											31st MARCH 1942.									
		Indians.											Indians.								
		Hindus											Hindus.								
	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Columns 3 to 10).	Total No. on the Railway (Columns 2 *plus* 11).	Europeans.	Hindus other than Depressed classes.	Depressed classes.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other Communities.	Total (Cols. 14 to 21).	Total No. on the Railway (Col. 13 *plus* 22).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
State Managed Railways.																					
Eastern Bengal	95	7,794	227	2,697	537	27	54	2	13	11,351	11,446	82	7,888	223	2,860	498	32	56	1	16	11,574	11,656
East Indian	354	16,321	335	4,656	2,210	157	221	12	9	23,921	24,275	300	16,633	445	4,830	2,105	*167	216	9	9	24,414	24,714
Great Indian Peninsula	145	10,120	313	1,688	1,447	70	1,243	390	226	15,497	15,642	155	11,500	410	2,008	1,458	83	1,881	392	241	17,473	17,628
North Western	*316	*10,711	38	*7,919	*781	*1,649	185	47	19	*21,349	*21,665	305	10,773	45	8,185	694	1,712	188	50	18	21,665	21,970
Railway Board and Miscellaneous Offices.†	6	2,148	48	511	40	78	73	*Nil*	6	2,904	2,910	4	2,275	55	571	39	96	77	*Nil*	8	3,121	3,125
Total ..	*916	*47,094	961	*17,471	*5,015	*1,981	1,776	451	273	*75,022	*75,938	846	49,069	1,178	18,454	4,794	2,090	1,918	452	292	78,247	79,093
Company Managed Railways.																					
Assam Bengal	12	2,671	60	926	198	25	34	*Nil*	28	3,948	3,960	11	2,573	68	1,023	168	26	27	*Nil*	23	3,908	3,919
Bengal Nagpur,¶ ..	67	*9,430	112	*1,232	*1,594	180	263	10	9	*12,830	*12,897	59	10,194	105	1,344	1,475	177	285	8	11	13,599	13,658
B. and N. Western ..	31	4,072	132	1,260	249	8	96	2	2	5,821	5,852	30	4,101	125	1,281	255	9	96	2	1	5,870	5,900
B. B. and Central India	169	13,347	548	4,322	964	125	837	688	302	21,133	21,302	147	15,901	769	4,677	955	133	1,201	787	285	24,708	24,855
M. and S. Mahratta ..	50	*6,737	128	*921	*1,327	5	*668	*39	133	*9,958	*10,008	48	7,070	137	1,006	1,248	4	690	39	129	10,323	10,371
R. and Kumaon ..	1	776	8	348	42	1	9	*Nil*	*Nil*	1,184	1,185	1	782	8	339	34	2	9	*Nil*	*Nil*	1,174	1,175
South Indian	24	*7,859	*86	*708	*916	*Nil*	*1,056	*Nil*	3	*10,628	*10,652	22	7,664	93	731	800	*Nil*	1,092	*Nil*	3	10,383	10,405
Collieries (B. N. Ry.)	*Nil*	72	*Nil*	2	1	*Nil*	*Nil*	*Nil*	*Nil*	75	75	*Nil*	73	*Nil*	2	*Nil*	1	*Nil*	*Nil*	*Nil*	76	76
Total ..	354	*44,964	*1,080	*9,719	*5,291	344	*2,963	*739	477	*65,577	*65,931	318	48,358	1,305	10,403	4,935	352	3,400	836	452	70,041	70,359
GRAND TOTAL ..	*1,270	*92,058	*2,041	*27,190	*10,306	*2,325	*4,739	*1,190	750	*140,599	*141,869	1,164	97,427	2,483	28,857	9,729	2,442	5,318	1,288	744	148,288	149,452

* Revised figures.
† The figures for 1941-42 exclude staff of Senior Government Inspector of Railways.
¶ Figures for 1940-41 revised due to exclusion of collieries staff which has been shown separately.

NOTE.—Though A.B. Railway merged in B. and A. Railway (E.B.) from 1-1-42 and B. B. and C. I. Railway has become State-managed from 1-1-42, these railways are shown as company-managed for comparison purposes.

APPENDIX C-III.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways) as on 31st March 1941 and 31st March 1942.

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay
State and His Exalted Highness' the Nizam's State

Railway system.	Year.	I.—Gazetted Officers.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1940-41*	*124*	*17,71,953*	*1,71,809*	*7,720*	*1,43,550*	*60,360*	*21,55,392*
	1941-42	112	17,59,004	1,73,439	5,627	1,43,312	89,230	21,70,612
East Indian	*1940-41*	*257*	*39,49,175*	*4,51,054*	*9,448*	*2,97,755*	*2,51,707*	*49,59,139*
	1941-42	243	37,82,068	4,68,378	11,407	2,94,634	1,27,691	46,84,148
Great Indian Peninsula	**1940-41*	**204*	*31,73,276*	*2,42,876*	*21,849*	*2,86,631*	*1,50,766*	*38,75,398*
	1941-42	210	30,76,115	2,30,559	9,726	2,92,202	1,00,246	37,08,848
North Western	*1940-41*	*249*	*38,22,976*	**1,55,382*	*20,232*	*2,21,294*	*1,98,921*	**44,18,805*
	1941-42	240	35,59,083	1,54,525	7,659	2,14,113	1,48,794	40,84,174
Railway Board and Miscellaneous Offices.	*1940-41*	*80*	*17,35,804*	*54,843*	*4,988*	**1,04,226*	*38,546*	*19,38,407*
	1941-42†	79	15,97,773	54,084	4,830	*1,06,622	23,875	17,87,184
Total	*1940-41*	**914*	*1,44,53,184*	**10,75,964*	*64,237*	*10,53,456*	*7,00,300*	**1,73,47,141*
	1941-42	884	1,37,74,043	10,80,985	39,249	10,50,853	4,89,836	1,64,34,966
COMPANY-MANAGED.								
Assam Bengal	*1940-41*	*61*	*8,21,583*	*30,347*	*12,312*	*70,594*	*28,225*	*9,83,061*
	1941-42	50	6,10,844	9,886	5,200	50,171	16,250	6,92,351
Bengal and North Western	*1940-41*	*69*	*9,38,916*	*37,520*	*—855*	*83,342*	*71,936*	*11,30,859*
	1941-42	77	8,88,409	36,136	—1,254	80,796	19,800	10,23,887
Bengal Nagpur¶	*1940-41*	**185*	**26,60,327*	*1,69,486*	*12,396*	**2,27,280*	*1,64,242*	**31,34,225*
	1941-42	191	23,61,570	1,63,334	163	2,34,236	41,938	28,01,241
Bombay, Baroda and Central India.	*1940-41*	*168*	*23,75,994*	*1,71,980*	*30,868*	*1,99,787*	*3,33,670*	*31,12,299*
	1941-42	160	21,97,485	1,79,859	9,838	1,83,571	99,557	26,70,310
Madras and Southern Mahratta	*1940-41*	*134*	*20,05,257*	*90,520*	*18,845*	*1,76,103*	*95,189*	*23,85,914*
	1941-42	142	19,21,452	90,412	1,286	1,67,296	20,125	22,00 571
Rohilkund and Kumaon	*1940-41*	*14*	*1,67,097*	*7,425*	*585*	*13,925*	*1,742*	*1,90,774*
	1941-42	15	1,79,413	7,245	1,151	14,003	3,722	2,05,534
South Indian	*1940-41*	*124*	*16,18,987*	*54,697*	*6,566*	*1,31,947*	*1,03,255*	*19,15,452*
	1941-42	112	14,79,243	51,419	348	1,26,109	79,986	17,37,105
Collieries (B. N. Ry.)	*1940-41*	*4*	*44,040*	..	..	*4,506*	..	*48,546*
	1941-42	4	41,524	1,776	..	3,514	..	46,814
Total	*1940-41*	*759*	*1,05,32,201*	*5,61,269*	*81,217*	*9,07,484*	*8,18,259*	*1,29,01,130*
	1941-42	751	*96,79,940*	5,40,067	*16,732*	8,59,696	*2,81,378*	1,13,77,813
Grand Total	*1940-41*	**1,673*	*2,49,85,385*	**16,37,933*	*1,45,454*	*19,60,940*	*15,18,559*	**3,02,48,271*
	1941-42	1,635	2,34,53,983	16,21,052	55,981	19,10,549	7,71,214	2,78,12,779

* Revised figures.
† Excludes staff of Senior Government Inspector of Railways and their cost.
‡‡ Please see remarks at page 256.
¶ Excludes staff of (B. N. Ry.) collieries.

DIX C-III.

categories (open line and construction) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore Railways), as on 31st March 1941 and 31st March 1942.

II.—Subordinates drawing pay Rs. 250 per mensem or over or on scales of pay rising to Rs. 250 per mensem.							
Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ‡‡	Gratuity. ‡‡	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
432	*17,83,832*	*75,966*	*444*	*1,48,098*	*1,01,415*	*21,09,755*	Eastern Bengal.
439	18,77,372	79,811	23	1,52,922	70,496	21,80,624	
1,837	*85,49,236*	*2,50,835*	*4,870*	*7,12,436*	*3,79,181*	*98,96,558*	East Indian.
1,856	87,32,805	2,71,507	2,080	7,27,734	4,62,169	1,01,96,295	
1,157	*53,83,819*	*2,54,887*	*5,336*	*5,36,119*	*3,66,354*	*65,46,515*	Great Indian Peninsula.
1,204	53,93,245	3,19,952	3,747	5,30,217	3,23,357	65,70,518	
**1,250*	*53,87,508*	**2,12,872*	*8,196*	*4,50,429*	*3,57,412*	**64,16,417*	North Western.
1,247	53,63,330	2,06,697	2,714	4,38,540	3,44,616	63,55,897	
254	*9,28,542*	*46,725*	..	*71,867*	*2,846*	*10,49,980*	Railway Board and Miscellaneous Offices.
249	8,69,537	55,238	..	63,515	9,798	9,98,088	
**4,930*	*2,20,32,937*	**8,41,285*	*18,846*	*19,18,949*	*12,07,208*	**2,60,19,225*	Total.
4,995	2,22,36,289	9,33,205	8,564	19,12,928	12,10,436	2,63,01,422	
							COMPANY-MANAGED.
113	*4,38,813*	*32,652*	..	*38,032*	*12,600*	*5,22,097*	Assam Bengal.
105	4,10,104	15,288	..	34,176	7,200	4,66,768	
121	*4,54,647*	*27,772*	..	*37,623*	*47,535*	*5,67,577*	Bengal and North Western.
120	4,32,172	25,994	..	35,447	11,350	5,04,963	
**961*	**38,12,176*	**1,39,641*	..	**3,20,563*	*2,32,665*	**45,05,045*	Bengal Nagpur.
885	37,32,598	1,03,620	..	3,11,880	1,58,002	43,96,100	
939	*40,27,715*	*1,96,830*	*3,686*	*3,40,401*	*2,71,852*	*48,40,484*	Bombay, Baroda and Central India.
930	40,55,226	2,10,144	205	3,35,167	3,21,863	49,22,605	
266	*12,02,877*	*56,468*	*1,131*	*97,105*	*1,30,721*	*14,88,302*	Madras and Southern Mahratta.
263	11,91,948	57,689	..	90,802	1,15,840	14,56,279	
24	*33,632*	*7,420*	..	*6,969*	..	*98,021*	Rohilkund and Kumaon.
24	80,781	7,306	..	6,702	1,360	96,149	
256	**10,91,339*	**27,470*	*1,975*	**90,580*	*1,20,371*	**13,31,735*	South Indian.
246	10,40,413	23,189	1,493	86,825	1,14,637	12,66,557	
7	*39,121*	*1,861*	..	*3,395*	..	*44,377*	Collieries (B. N. Ry.)
8	36,872	1,884	..	3,074	2,850	44,680	
2,687	** 1,11,50,320*	**4,90,114*	*6,792*	**9,34,668*	*8,15,744*	**1,33,97,638*	Total.
2,581	1,09,80,114	5,35,114	1,698	9,04,073	7,33,102	1,31,54,101	
**7,617*	**3,31,83,257*	**13,31,399*	*25,638*	**28,53,617*	*20,22,952*	**3,94,16,863*	Grand Total.
7,576	3,32,16,403	14,68,319	10,262	28,17,001	19,43,588	3,94,55,523	

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories and His Exalted Highness the Nizam's State Railways),

Railway system.	Year.	III.—Subordinates on scales of pay rising to Rs. 30 per mensem and over but below Rs. 250.						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ††	Gratuity. ††	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1940-41*	*9,884*	*92,11,130*	*3,56,410*	..	*7,48,759*	*4,16,802*	*1,07,33,101*
	1941-42	10,053	92,97,071	5,03,544	..	7,43,257	3,84,074	1,09,27,946
East Indian	*1940-41*	**21,867*	*2,18,80,517*	*7,20,102*	..	*12,24,684*	*10,06,207*	*2,48,31,510*
	1941-42	22,289	2,30,13,660	10,19,923	..	13,08,767	9,89,274	2,63,31,624
Great Indian Peninsula	*1940-41*	*14,061*	*1,57,61,859*	*10,34,363*	..	*13,23,571*	*5,62,306*	*1,86,82,099*
	1941-42	15,656	1,67,92,928	15,25,657	..	14,15,019	4,91,057	2,02,24,661
North Western	*1940-41*	**17,864*	**1,94,71,090*	**9,73,403*	..	*15,36,689*	*8,43,420*	**2,28,24,602*
	1941-42	18,162	1,96,32,288	13,10,470	..	15,83,246	9,82,313	2,35,08,317
Railway Board and Miscellaneous Offices.	*1940-41*	*2,419*	*21,98,740*	*11,502*	..	*1,73,874*	*58,409*	*24,42,525*
	1941-42†	2,636	22,08,639	35,505	..	1,72,478	47,323	24,63,945
Total	*1940-41*	**66,095*	**6,35,23,336*	**30,95,780*	..	*50,07,577*	*28,87,144*	**7,95,13,837*
	1941-42	68,796	7,09,44,586	43,95,999	..	52,22,767	28,94,041	8,34,56,493
COMPANY-MANAGED.								
Assam Bengal	*1940-41*	*3,756*	*27,05,547*	*1,60,536*	..	*2,13,953*	*1,18,520*	*31,98,556*
	1941-42	3,761	26,64,326	63,542	..	2,19,478	1,38,738	30,86,084
Bengal and North Western	*1940-41*	*4,713*	*29,84,577*	*1,45,484*	..	*1,84,315*	*1,39,457*	*34,53,833*
	1941-42	4,747	30,20,003	1,61,754	..	2,20,116	1,03,873	35,05,746
Bengal Nagpur¶	*1940-41*	**11,936*	**1,21,01,792*	**3,44,336*	..	**9,80,667*	*3,65,870*	**1,37,92,659*
	1941-42	12,773	1,28,35,437	5,57,545	39	10,24,214	3,50,613	1,47,67,848
Bombay, Baroda and Central India.	*1940-41*	*18,133*	*1,66,09,778*	*6,63,251*	*533*	*13,12,670*	*7,35,876*	*1,87,22,108*
	1941-42	22,771	2,06,99,265	10,48,441	2,623	16,12,066	8,15,609	2,41,78,004
Madras and Southern Mahratta	*1940-41*	**9,637*	**87,41,245*	**4,78,319*	..	*7,12,938*	*3,54,264*	**1,02,86,766*
	1941-42	10,002	86,32,309	6,26,387	..	7,25,458	3,93,156	1,03,77,310
Rohilkund and Kumaon	*1940-41*	*1,125*	*5,61,469*	*70,422*	..	*46,196*	*35,031*	*7,13,118*
	1941-42	1,162	5,94,677	74,396	..	49,291	14,510	7,32,874
South India	*1940-41*	**8,962*	**71,04,551*	**2,09,632*	..	**5,69,670*	*3,51,363*	**82,35,216*
	1941-42	10,159	75,55,579	6,92,693	..	5,69,576	3,32,170	91,50,018
Collieries (B. N. Rly.)	*1940-41*	*68*	*80,289*	*1,415*	..	*6,682*	..	*88,386*
	1941-42	68	83,149	1,755	..	6,871	2,513	94,288
Total	*1940-41*	**58,130*	**5,02,39,248*	**20,73,389*	*533*	**40,27,091*	*21,00,381*	**5,84,90,642*
	1941-42	65,383	5,66,84,745	32,26,513	2,662	44,27,070	21,51,182	6,58,92,172
Grand Total	*1940-41*	**124,225*	**11,38,12,584*	**51,69,169*	*533*	**90,34,668*	*49,87,525*	**13,80,04,479*
	1941-42	134,179	12,70,29,331	76,21,612	2,662	96,49,837	50,45,223	14,93,48,665

* Revised figures.

†Excludes staff of Senior Government Inspector of Railways and their cost.

¶ Excludes staff of (B. N. Rly.) collieries.

DIX C-III—*contd.*

(open line and construction) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State as on 31st March 1941 and 31st March 1942.

IV.—Subordinates drawing scales of pay below Rs. 30 per mensem.							
Number.	Cost.						*Railway system.
	Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ††	Gratuity. ††	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
1,130	*3,86,196*	*10,298*	..	*26,333*	*13,866*	*4,36,693*	Eastern Bengal.
1,164	4,05,802	55,159	..	28,055	3,935	4,92,951	
**571*	*92,533*	*518*	..	*5,205*	*12,583*	*1,10,844*	East Indian.
569	1,18,641	1,214	..	7,011	21,611	1,48,477	
424	*1,49,918*	*6,080*	..	*4,875*	*4,983*	*1,65,856*	Great Indian Peninsula.
768	2,65,788	87,791	..	4,039	2,118	3,59,736	
2,551	*6,75,753*	*23,699*	..	*34,477*	*6,920*	*7,40,849*	North Western.
2,561	7,42,199	36,195	..	35,711	..	8,14,105	
237	*37,220*	*5*	..	*24*	..	*37,249*	Railway Board and Miscellaneous Offices.
240	36,114	1,009	..	159	..	37,282	
**4,913*	*13,41,625*	*40,600*	..	*70,914*	*38,352*	*14,91,491*	Total.
5,302	15,68,544	1,81,368	..	74,975	27,664	18,52,551	
							COMPANY-MANAGED.
91	*40,726*	*780*	..	*2,185*	*2,753*	*46,444*	Assam Bengal.
53	18,742	11	..	1,541	1,951	22,305	
1,018	*2,83,084*	*15,117*	..	*16,340*	*8,019*	*3,22,560*	Bengal and North Western.
1,033	2,96,892	6,050	..	16,156	4,941	3,24,039	
Nil	*Nil*	*Nil*	..	*Nil*	*Nil*	*Nil*	Bengal Nagpur.
Nil	*Nil*	*Nil*	..	*Nil*	*Nil*	*Nil*	
2,230	*5,19,764*	*2,722*	..	*23,578*	*5,618*	*5,56,682*	Bombay, Baroda and Central India.
1,154	5,47,847	39,368	..	26,469	5,189	6,18,873	
105	*21,229*	*1,773*	..	*1,748*	*Nil*	*24,750*	Madras and Southern Mahratta.
106	22,555	3,241	..	2,396	Nil	28,192	
36	*7,500*	*2,433*	..	*625*	..	*10,558*	Rohilkund and Kumaon.
49	11,407	2,685	..	906	..	14,998	
1,634	**3,71,959*	*34,040*	..	*17,752*	*1,425*	**4,25,176*	South Indian.
..	..	..	..	..	..	..	
Nil	*Nil*	*Nil*	..	*Nil*	*Nil*	*Nil*	Collieries (B. N. Rly.)
Nil	Nil	Nil	..	Nil	Nil	Nil	
5,114	**12,44,262*	*56,865*	..	*67,228*	*17,815*	**13,86,170*	Total.
2,395	8,97,443	51,415	..	47,468	12,081	10,08,407	
**10,027*	**25,35,887*	*97,465*	..	*1,38,142*	*56,167*	**28,77,661*	Grand Total.
7,697	24,65,987	2,32,783	..	1,22,443	39,745	28,60,958	

†† Please see remarks at page 256

APPEN

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay
State and His Exalted Highness the Nizam's

Railway system.	Year.	V.—Total Subordinates Staff (Total of II to IV).						
		Number.	Cost.					
			Pay and Leave Salary.	Travelling and Comp. Allces.	Passages.	Provident Fund. ††	Gratuity. ††	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal—	*1940-41*	*11,446*	*1,13,81,158*	*4,42,674*	*444*	*9,23,190*	*5,32,083*	*1,32,79,549*
	1941-42	11,656	1,15,80,245	6,38,514	23	9,24,234	4,58,505	1,36,01,521
East Indian	*1940-41*	*24,275*	*3,05,22,291*	*9,71,455*	*4,870*	*19,42,325*	*13,97,971*	*3,48,38,912*
	1941-42	24,714	3,18,65,106	12,92,644	2,080	20,43,512	14,73,054	3,66,76,396
Great Indian Peninsula	*1940-41*	*15,642*	*2,12,95,596*	*12,95,330*	*5,336*	*18,64,565*	*9,33,643*	*2,53,94,470*
	1941-42	17,628	2,24,51,961	19,33,400	3,747	19,49,275	8,16,532	2,71,54,915
North Western	*1940-41*	**21,665*	**2,55,34,351*	**12,09,974*	*8,196*	*20,21,595*	*12,07,752*	**2,99,81,868*
	1941-42	21,970	2,57,37,817	15,53,362	2,714	20,57,497	13,26,929	3,06,78,319
Railway Board and Miscellaneous Offices.	*1940-41*	*2,940*	*31,84,502*	*58,232*	..	*2,45,765*	*61,255*	*35,29,754*
	1941-42†	3,125	31,14,290	91,752	..	2,36,152	57,121	34,99,315
Total	*1940-41*	**75,938*	**9,18,97,898*	**39,77,665*	*18,846*	*69,97,440*	*41,32,704*	**10,70,24,553*
	1941-42	79,093	9,47,49,419	55,09,672	8,564	72,10,670	41,32,141	11,16,10,466
COMPANY-MANAGED.								
Assam Bengal	*1940-41*	*3,960*	*31,85,086*	*1,93,968*	..	*2,54,170*	*1,33,873*	*37,67,097*
	1941-42	3,919	30,93,172	78,901	..	2,55,195	1,47,889	35,75,157
Bengal and North Western	*1940-41*	*5,852*	*37,22,308*	*1,88,373*	..	*2,38,278*	*1,95,011*	*43,43,970*
	1941-42	5,900	37,49,067	1,93,798	..	2,71,719	1,20,164	43,34,748
Bengal Nagpur¶	*1940-41*	**12,897*	**1,59,13,968*	**4,83,971*	..	**13,01,230*	*5,98,535*	**1,82,97,704*
	1941-42	13,658	1,65,68,035	7,51,165	39	13,36,094	5,08,615	1,91,63,948
Bombay, Baroda and Central India.	*1940-41*	*21,302*	*2,05,57,257*	*8,62,803*	*4,219*	*16,81,649*	*10,13,346*	*2,41,19,274*
	1941-42	24,855	2,53,02,338	12,97,953	2,828	19,73,702	11,42,661	2,97,19,482
Madras and Southern Mahratta	*1940-41*	**10,008*	**99,65,351*	**5,36,560*	*1,131*	*8,11,791*	*4,84,985*	**1,17,99,818*
	1941-42	10,371	98,46,812	6,87,317	..	8,18,656	5,08,996	1,18,61,781
Rohilkund and Kumaon	*1940-41*	*1,185*	*6,52,601*	*80,275*	..	*53,790*	*35,031*	*8,21,697*
	1941-42	1,175	6,86,865	84,387	..	56,399	15,870	8,44,021
South Indian	*1940-41*	**10,052*	**85,67,849*	**2,71,142*	*1,975*	**6,78,002*	*4,73,159*	**99,92,127*
	1941-42	10,405	85,95,992	7,15,882	1,493	6,56,401	4,46,807	1,04,16,575
Collieries (B. N. Ry.)	*1940-41*	*75*	*1,19,410*	*3,276*	..	*10,077*	..	*1,32,763*
	1941-42	76	1,20,021	3,639	..	9,945	5,363	1,38,968
Total	*1940-41*	**65,931*	**6,26,83,830*	**25,20,368*	*7,325*	**50,28,987*	**29,33,940*	**7,32,74,450*
	1941-42	70,359	6,79,62,302	38,13,042	4,360	53,78,611	28,96,365	8,00,54,680
Grand Total	*1940-41*	**1,41,869*	**15,45,81,728*	**65,98,033*	*26,171*	**1,20,26,427*	**70,66,644*	**18,02,99,003*
	1941-42	1,49,452	16,27,11,721	93,22,714	12,924	1,25,89,281	70,28,506	19,16,65,146

* Revised figures.
† Excludes staff of Senior Government Inspector of Railways and their cost.
¶ Excludes staff of (B. N. Rly.) collieries.

DIX C-III—*contd.*

categories (open line and construction) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State Railways), as on 31st March 1941 and 31st March 1942.

VI.—Daily rated labour and inferior staff.							
Number.	Cost.						Railway system.
	Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	Provident Fund. ††	Gratuity. ††	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE-MANAGED.
44,171	*1,13,58,491*	*3,67,701*	..	*3,37,159*	*1,83,022*	*1,22,46,373*	Eastern Bengal.
48,164	1,29,63,298	15,87,404	..	3,65,026	1,81,661	1,50,97,389	
1,10,639	*2,56,22,924*	*5,58,263*	..	*14,34,124*	*4,84,644*	*2,80,99,955*	East Indian.
1,08,455	2,68,58,639	16,25,185	..	15,82,374	4,87,197	3,05,53,395	
70,278	*1,81,07,272*	*4,18,695*	..	*3,90,026*	*4,67,913*	*1,93,83,906*	Great Indian Peninsula.
78,083	2,00,56,320	20,51,481	..	4,30,938	3,14,787	2,28,53,526	
**82,144*	**2,59,09,478*	*2,24,376*	..	*4,30,466*	*7,49,164*	**2,73,13,484*	North Western.
87,160	2,65,54,771	26,16,924	..	5,71,143	6,59,516	3,04,02,354	
5,753	*9,24,257*	*10,565*	..	*4,484*	*2,990*	*9,52,296*	Railway Board and Miscellaneous Offices.
5,772	9,61,372	91,487	..	5,874	4,664	10,63,397	
**3,12,985*	**8,19,32,422*	*15,79,600*	..	*25,96,259*	*18,87,733*	**8,79,96,014*	Total.
3,27,634	8,73,94,400	79,72,481	..	29,55,355	16,47,825	9,99,70,061	
							COMPANY-MANAGED.
12,946	*33,64,781*	*55,994*	..	*1,00,274*	*11,445*	*35,32,494*	Assam Bengal.
12,417	32,28,495	33,720	..	1,47,859	1,30,548	35,40,622	
22,888	*33,74,762*	*32,946*	..	*1,39,972*	*89,111*	*36,36,791*	Bengal and North Western.
23,097	37,25,390	1,27,681	..	1,12,687	55,626	40,21,384	
**57,209*	**1,59,02,231*	**3,04,340*	..	**8,59,230*	*3,58,123*	**1,74,23,924*	Bengal Nagpur.
60,847	1,75,68,453	7,88,701	1,001	8,62,843	3,34,546	1,95,55,544	
44,829	*1,13,14,602*	*1,86,730*	..	*4,12,931*	*3,68,067*	*1,22,82,330*	Bombay, Baroda and Central India.
44,970	1,03,02,799	9,77,762	..	1,86,677	1,91,948	1,16,59,186	
**37,231*	**1,03,57,363*	**5,38,826*	..	*4,36,489*	*3,22,391*	**1,16,55,069*	Madras and Southern Mahratta.
39,017	1,13,64,669	9,68,645	..	5,54,288	3,19,314	1,32,06,907	
5,085	*8,65,325*	*9,519*	..	*24,676*	*24,359*	*9,23,879*	Rohilkund and Kumaon.
5,112	9,18,871	8,545	..	29,524	8,859	9,65,799	
**28,830*	**62,94,408*	**54,289*	..	**3,40,228*	*1,43,721*	**68,32,646*	South Indian.
28,780	66,81,813	8,54,106	..	4,00,006	1,58,106	80,94,031	
524	*64,577*	*711*	..	*2,500*	..	*67,788*	Collieries (B. N. Rly.)
511	1,44,105	589	..	6,510	1,732	1,52,936	
**2,09,542*	**5,15,38,049*	**11,83,355*	..	**23,16,300*	*13,17,217*	**5,63,54,921*	Total.
2,14,751	5,39,34,586	37,59,749	1,001	23,00,394	12,00,679	6,11,96,409	
**522,527*	**13,34,70,471*	**27,62,955*	..	**49,12,559*	*32,04,950*	**14,43,50,935*	Grand Total.
542,385	14,13,28,986	1,17,32,230	1,001	52,55,749	28,48,504	16,11,66,470	

†† Please see remarks at page 256.

APPENDIX C-III—*concld.*

Statement showing the total number and cost of Gazetted and Non-Gazetted staff under selected pay categories (open line and construction) employed on Class I Railways (excluding Bikaner, Jodhpur, Mysore State and His Exalted Highness the Nizam's State Railways), as on 31st March 1941 and 31st March 1942.

Railway system.	Year.	VII.—Total (I to IV and VI). Number.	Cost. Pay and Leave Salary.	Travelling and Comp. allowances.	Passages.	** Provident Fund.	*** Gratuity.	Total.
STATE-MANAGED.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1940-41*	*55,741*	*2,45,11,602*	†*10,52,330*	*8,164*	*14,03,899*	*7,75,465*	†*2,77,51,460*
	1941-42	59,932	2,63,02,547	†24,67,584	5,650	14,32,572	7,29,396	†3,09,37,749
East Indian	*1940-41*	*1,35,171*	*6,00,94,390*	*19,80,772*	*14,318*	*36,74,204*	*21,34,322*	*6,78,93,006*
	1941-42	1,33,412	6,25,05,813	33,86,207	13,487	39,20,490	20,87,942	7,19,13,939
Great Indian Peninsula	*1940-41*	**86,124*	*4,25,76,144*	*19,56,901*	*27,185*	*25,41,222*	*15,52,322*	*4,86,53,774*
	1941-42	95,921	4,55,84,396	42,15,440	13,473	26,72,415	12,31,565	5,37,17,289
North Western	*1940-41*	**1,04,053*	*5,52,66,805*	*15,89,732*	*28,428*	*26,73,355*	*21,55,837*	*6,17,14,157*
	1941-42	1,09,370	5,38,51,671	43,24,811	10,373	28,42,753	21,35,239	6,51,64,847
Railway Board and Miscellaneous Offices.	*1940-41*	*8,743*	*58,34,563*	*1,23,640*	*4,988*	*3,54,475*	*1,02,791*	*64,20,457*
	1941-42	8,976	56,73,435	2,37,323	4,830	3,48,648	85,660	63,49,896
Total	*1940-41*	**3,89,837*	*18,82,83,504*	†*67,03,375*	*83,083*	*1,06,47,155*	*67,20,737*	†*21,24,37,854*
	1941-42	4,07,611	19,59,17,862	†1,46,31,365	47,813	1,12,16,878	62,69,802	†22,30,83,720
COMPANY-MANAGED.								
Assam Bengal	*1940-41*	*16,967*	*73,71,450*	*2,80,309*	*12,312*	*4,25,038*	*1,93,543*	*82,82,652*
	1941-42	16,386	69,32,511	1,22,507	5,200	4,53,225	2,94,687	78,08,130
Bengal and North Western	*1940-41*	*28,809*	*80,35,986*	*2,58,839*	*—855*	*4,61,592*	*3,56,058*	*91,11,620*
	1941-42	29,074	83,62,866	3,57,615	—1,254	4,65,202	1,95,590	93,80,019
Bengal Nagpur¶	*1940-41*	**70,291*	**3,43,76,526*	**9,57,791*	*12,896*	**23,87,740*	*11,20,900*	**3,88,55,853*
	1941-42	74,696	3,64,98,058	17,03,200	1,203	24,33,173	8,85,099	4,15,20,733
Bombay, Baroda and Central India.	*1940-41*	*66,299*	*3,42,47,853*	*12,21,513*	*35,987*	*22,94,367*	*17,15,083*	*3,95,13,903*
	1941-42	69,985	3,78,02,622	24,55,574	12,666	23,43,950	14,34,166	4,40,48,978
Madras and Southern Mahratta	*1940-41*	*47,373*	*2,23,27,971*	*11,65,906*	*19,976*	*14,24,383*	*9,02,565*	*2,58,40,801*
	1941-42	49,530	2,31,32,924	17,46,374	1,286	15,40,240	8,48,435	2,72,69,259
Rohilkund and Kumaon	*1940-41*	*6,284*	*16,56,023*	*97,219*	*585*	*92,391*	*61,132*	*19,36,350*
	1941-42	6,302	17,85,149	1,00,177	1,151	1,00,426	28,451	20,15,354
South Indian	*1940-41*	**39,606*	*1,64,81,244*	*3,80,128*	*3,541*	*11,50,177*	*7,20,135*	*1,87,40,225*
	1941-42	39,297	1,67,57,048	16,21,467	1,841	11,82,516	6,84,899	2,02,47,711
Collieries (B. N. Ry.)	*1940-41*	*603*	*2,28,027*	*3,987*	..	*17,083*	..	*2,49,097*
	1941-42	591	3,05,650	6,004	..	19,969	7,095	3,38,718
Total	*1940-41*	**2,76,232*	*12,47,54,080*	*43,65,692*	*88,542*	*82,52,771*	*50,69,416*	*14,25,30,501*
	1941-42	2,85,861	13,15,76,828	81,12,858	22,093	85,38,701	43,78,422	15,26,28,902
Grand Total	*1940-41*	**6,66,069*	*31,30,37,584*	†*1,10,69,067*	*1,71,625*	*1,88,99,926*	*1,17,90,153*	†*35,49,68,355*
	1941-42	6,93,472	32,74,94,690	†2,27,44,223	69,906	1,97,55,579	1,06,48,224	†38,07,12,622

† Includes grant-in-aid to Railway Schools and Railway employees—
1942 .. .. Rs. 68,227
1941 .. .. „ 70,146

* Revised figures.

NOTE—** Provident Fund :—This represents the accrued liability debited against working expenses and not the provident fund paid out to retiring etc., railway servants, which latter is a debit to the provident fund.

*** Gratuity :—This represents the sums actually paid out to retiring, etc., railway servants during the year.

¶ Excludes staff of collieries (B. N. Ry.).

† Excludes staff of Senior Government Inspector of Railways and their cost.

APPENDIX C-IV.

(a)—Gazetted Officers.

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) on the 31st March 1942 as compared with 31st March 1941.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Collieries (B. N. Ry.)		Total.	
	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Administration Department—*																												
1·01. Europeans	2	2	5	5	3	3	8	8	..	1	3	4	4	4	3	3	4	5	1	1	3	3	1	1	..	..	37	40
1·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	..	..	2	2	..	..	1	2	3	5	3	2	..	..	..	..	..	1	..	..	3	3	..	..	..	..	17	15
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	..	..	1	1	1	2	..	..	1	1	2	1	..	..	..	..	..	..	..	..	5	5
(c) Anglo-Indians and domiciled Europeans	1	..	..	..	..	..	1	1	..	1	2	1	1	1	..	..	2	2	..	..	1	..	..	..	..	..	8	6
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(e) Indian Christians	..	..	..	..	..	..	..	1	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	1	3
(f) Parsis	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	1	..	2	2	..	..	2	4	4	8	7	6	2	2	1	1	4	4	..	..	4	3	..	..	..	..	32	30
1·03. Grand Total	3	2	7	7	3	3	10	12	4	9	10	10	6	6	4	4	8	9	1	1	7	6	1	1	..	..	69	70
2. *Accounts Department—*																												
2·01. Europeans	2	..	5	5	4	4	4	4	..	..	1	2	2	2	5	5	..	..	1	1	3	1	1	1	..	..	28	25
2·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	3	3	4	6	3	3	3	4	4	4	8	9	6	8	2	3	6	8	2	2	5	5	7	7	..	..	53	62
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	1	1	2	2	..	..	..	..	1	1	4	4	..	..	1	1	1	..	..	..	10	9
(c) Anglo-Indians and domiciled Europeans	1	1	3	2	..	..	2	1	..	..	2	2	2	1	1	1	..	..	..	..	1	2	..	..	..	..	12	10
(d) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	1	..	..	..	..	3	4
(e) Indian Christians	..	..	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	3	3
(f) Parsis	..	..	..	..	..	..	2	2	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	..	..	5	5
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	4	4	8	9	4	4	8	8	6	6	10	11	10	11	6	7	12	14	2	2	8	10	8	7	..	..	86	93
2·03. Grand Total	6	4	13	14	8	8	12	12	6	6	11	13	12	13	11	12	12	14	3	3	11	11	9	8	..	..	114	118

(*a*) GAZETTED OFFICERS—*contd.*

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) on the 31st March 1942 as compared with 31st March 1941—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Collieries (B. N. Ry.)		TOTAL.	
	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
3 *Engineering Department*—																												
3·01. Europeans	8	4	25	25	13	13	20	17	13	8	25	14	27	27	17	17	22	20	2	2	*17	12	3	†5	..	..	*197	164
3·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	8	8	12	14	2	5	13	15	16	17	31	29	12	13	19	20	51	46	..	1	18	19	3	†1	..	..	185	189
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	2	2	6	7	3	4	4	4	1	1	3	3	7	7	1	2	14	13	1	1	3	3	1	2	..	..	46	49
(*c*) Anglo-Indians and domiciled Europeans	2	2	10	12	1	2	2	2	2	2	7	11	*2	2	1	..	8	8	1	1	1	1	2	†1	..	..	*39	44
(*d*) Sikhs	1	1	..	1	4	4	..	..	..	..	1	1	..	1	..	..	7	6	..	..	..	..	..	..	..	..	13	14
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	*6	6	2	2	1	1	..	..	1	..	..	..	..	..	*10	9
(*f*) Parsis	..	..	..	..	..	..	3	6	1	1	..	..	1	2	1	1	..	..	..	..	..	..	..	..	..	..	6	10
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	13	13	28	34	10	15	22	27	20	21	42	44	28	31	24	25	81	74	2	3	23	23	6	†4	..	..	299	314
3·03. GRAND TOTAL	21	17	53	59	23	28	42	44	33	29	67	58	55	58	41	42	103	94	4	5	*40	35	14	†9	..	..	*496	478
4. *Transportation*—																												
4·01. Europeans	*7	3	20	19	10	11	19	13	9	5	19	14	*27	29	14	12	22	16	1	1	*4	3	6	4	..	..	*158	130
4·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	*6	6	16	16	3	2	8	10	16	16	14	23	*8	10	9	13	10	9	..	..	11	12	3	4	..	..	*104	122
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	3	2	11	11	3	3	7	5	3	3	8	6	4	4	1	2	9	9	1	1	1	3	..	1	..	..	51	50
(*c*) Anglo-Indians and domiciled Europeans	*2	1	5	5	..	1	1	1	5	3	10	9	*2	2	4	4	8	9	1	1	3	1	..	2	..	..	*41	39
(*d*) Sikhs	..	..	1	1	..	..	1	1	..	..	2	2	..	..	2	2	5	5	..	..	..	..	..	..	..	..	11	11
(*e*) Indian Christians	..	..	1	1	..	..	5	4	1	..	1	1	1	1	2	3	1	1	..	..	1	2	..	..	..	..	13	13
(*f*) Parsis	1	..	..	..	..	..	2	2	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..	5	4
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	*12	9	34	34	6	7	24	23	25	22	36	42	15	17	19	25	33	33	2	2	16	18	3	7	..	..	*225	239
4·03. GRAND TOTAL	*19	12	54	53	16	18	43	36	34	27	55	56	*42	46	33	37	55	49	3	3	*20	21	9	11	..	..	*383	369

4. *Commercial*—																												
5·01. Europeans	Included under Transportation.				1	..	Included under Transportation.				5	5	8	7	Included under Transportation.								2	1	..	..	..	..	*1	1
5·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes					..	1					9	5	15	16									5	5	..	..	..	..	*29	27
Depressed classes					..	..					..	..	..	..									..	..	..	..	..	..	..	..
(b) Muslims					1	1					..	1	1	1									..	..	..	..	..	..	2	3
(c) Anglo-Indians and domiciled Europeans					1	1					3	2	3	3									2	2	..	..	..	..	*9	8
(d) Sikhs					..	..					..	..	..	..									..	..	..	..	..	..	..	..
(e) Indian Christians					..	..					..	..	1	1									..	..	..	..	..	..	1	1
(f) Parsis					..	..					..	..	..	..									..	..	..	..	..	..	..	..
(g) Other communities					..	..					..	..	..	..									..	..	..	..	..	..	..	..
(h) Total					2	3					12	8	20	21									7	7	..	..	..	..	*41	39
5·03. Grand Total					3	3					17	13	28	28									9	8	..	..	..	..	*57	52
6. *Mechanical Engineering*—																												
6·01. Europeans	5	6	20	19	11	11	18	15	9	10	23	19	*13	12	14	13	25	24	2	2	11	7	7	7	..	..	*158	145
6·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	2	2	8	8	..	..	9	9	6	7	14	14	2	2	7	10	7	8	..	..		6	..	..	..	..	69	66
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	1	2	..	..	1	1	2	1	1	2	1	2	..	..	..	1	6	6	..	..	..	..	..	..	..	..	12	15
(c) Anglo-Indians and domiciled Europeans	..	1	3	7	..	..	..	..	4	3	3	3	1	1	1	1	2	2	..	..	..	..	..	..	..	..	19	13
(d) Sikhs	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	2
(e) Indian Christians	..	..	..	..	..	..	..	..	2	1	2	2	2	2	..	..	2	2	..	..	..	..	..	..	..	..	8	7
(f) Parsis	..	1	1	1	..	..	..	..	..	..	1	1	2	1	1	1	..	..	..	..	..	..	..	..	..	..	5	5
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	3	6	17	17	1	1	11	10	13	13	21	22	7	6	9	13	18	19	..	..	5	6	..	..	..	..	105	113
6·03. Grand Total	8	12	37	36	12	12	29	25	22	23	44	41	*20	18	23	26	43	43	2	2	16	13	7	7	..	..	*263	258
7. *Stores Department*—																												
7·01. Europeans	1	..	3	3	1	1	6	6	2	2	5	4	4	4	5	4	4	4	..	..	2	2	..	..	..	..	34	30
7·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	..	..	3	3	..	..	1	1	2	1	4	6	..	..	2	2	2	3	..	..	3	3	..	..	..	..	17	19
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	1	1	..	..	..	1	1	1	..	1	..	..	..	..	..	..	..	..	..	..	2	4
(c) Anglo-Indians and domiciled Europeans	..	..	2	2	..	..	..	..	3	3	3	2	1	1	..	..	..	..	..	..	1	1	..	..	..	..	10	9
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis	..	..	..	..	..	..	1	1	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	..	..	3	3
(g) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	..	..	5	5	..	..	2	2	5	4	8	10	3	3	3	4	3	4	..	..	4	4	..	..	..	..	34	37
8. Grand Total	1	..	8	8	1	1	9	9	7	6	13	14	7	7	8	8	7	8	..	..	7	6	..	..	..	..	68	67

* Revised figure.

† Excludes staff of Senior Government Inspector of Railways.

APPENDIX C-VI—*contd.*

(*a*) GAZETTED OFFICERS—*concld.*

Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) on the 31st March 1942 as compared with 31st March 1941—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous offices.		Collieries B. N. Ry.		Total.	
	1941.	1942.	1941.	1942.	1942.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
8. *Electrical*—																												
8·01. Europeans	Included under Mechanical Engineering.				1	1	7	5	2	2	4	4	11	12	4	3	4	4	..	..	2	2	..	..	..	..	35	33
8·02. Indians—																												
(*a*) Hindus																												
Other than Depressed classes					..	..	3	3	2	2	6	5	*4	3	4	4	2	4	..	..	4	3	..	..	..	..	*25	24
Depressed classes					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims					..	..	..	1	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3
(*c*) Anglo-Indians and Domiciled Europeans					..	..	1	1	..	..	1	1	3	3	..	..	..	..	..	..	1	..	..	..	..	..	..	..	6	5
(*d*) Sikhs					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other communities					..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total					..	..	4	5	2	2	7	6	*9	8	4	4	2	4	..	..	5	3	..	..	..	..	*33	32
8·03. GRAND TOTAL					1	1	11	10	4	4	11	10	*20	20	8	7	6	8	..	..	7	5	..	..	..	..	*58	55
9. *Other Departments*—																												
9·01. Europeans	2	2	*7	7	2	2	4	4	2	1	9	8	2	2	3	3	2	2	..	..	4	4	18	17	1	1	56	53
9·02. Indians—																												
(*a*) Hindus—																												
Other than Depressed classes	1	1	*4	5	..	1	2	3	4	5	10	10	6	6	1	1	4	6	1	1	2	3	14	14	3	3	52	59
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	1	2	..	..	..	..	2	2	..	..	..	..	..	2	..	..	4	7
(*c*) Anglo-Indians and domiciled Europeans	..	..	1	1	..	..	..	..	1	..	3	2	3	3	..	..	1	..	..	..	1	..	3	3	..	..	13	9
(*d*) Sikhs	..	..	1	1	..	..	..	..	1	1	1	1	..	..	..	..	1	1	..	..	..	..	2	2	..	..	6	6
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	1	1	..	..	4	4
(*f*) Parsis	..	..	..	..	..	..	4	3	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..	6	5
(*g*) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*h*) Total	1	1	*6	7	..	1	8	8	6	6	15	15	12	12	3	3	8	9	1	1	3	3	20	22	3	3	86	91
9·03. GRAND TOTAL	3	3	*13	14	2	3	12	12	8	7	24	23	14	14	6	6	10	11	1	1	7	7	38	39	4	4	142	144

10. TOTAL																												
10·01. Europeans	27	17	*85	83	46	46	86	72	37	29	94	74	*98	99	65	*60	83	75	7	7	49	35	41	35	1	1	*719	633
10·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	20	20	*49	54	8	13	40	47	58	*57	99	103	*53	58	44	53	82	85	3	4	56	59	27	26	3	3	*542	582
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	6	6	17	18	8	9	16	14	8	9	14	17	15	15	4	8	37	35	2	2	5	7	2	5	..	..	134	145
(c) Anglo-Indians and domiciled Europeans	6	5	29	29	2	4	7	6	15	12	34	33	18	17	7	6	21	21	2	2	11	7	5	6	..	..	157	148
(d) Sikhs	1	1	3	5	4	4	1	1	1	1	5	5	...	1	2	2	17	16	..	..	..	1	2	2	..	..	36	39
(e) Indian Christians	..	..	1	1	1	1	5	5	3	2	3	3	*13	13	6	7	4	4	..	..	3	3	1	1	..	..	*40	40
(f) Parsis	1	1	1	1	..	..	12	14	1	1	3	3	7	7	6	6	..	..	..	..	..	..	..	..	..	..	31	33
(g) Other communities	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(h) Total	34	33	*100	108	23	31	82	88	86	82	158	164	*106	111	69	82	161	161	7	8	75	77	37	40	3	3	*941	988
10·03. GRAND TOTAL	61	50	*185	191	69	77	168	160	123	111	252	238	*204	210	134	142	244	236	14	15	124	112	78	75	4	4	*1,660	1,621
10·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	61	50	*185	191	69	77	168	160	124	112	257	243	*204	210	134	142	249	240	14	15	124	112	80	79	4	4	*1,673	1,635
11. *Increase* (+) *and decrease* (—)																												
11·01. Europeans	..	—10	..	—2	..	..	..	—14	..	—8	..	—20	..	+1	..	—5	..	—8	..	..	..	—14	..	—6	..	..	..	—86
11·02. Indians—																												
(a) Hindus—																												
Other than Depressed classes	..	..	..	+5	..	+5	..	+7	..	—1	..	+4	..	+5	..	+9	..	+3	..	+1	..	+3	..	—1	..	..	..	+40
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	+1	..	+1	..	—2	..	+1	..	+3	..	..	..	+4	..	—2	..	..	..	+2	..	+3	..	..	..	+11
(c) Anglo-Indians and domiciled Europeans	..	—1	..	..	..	+2	..	—1	..	—3	..	—1	..	—1	..	—1	..	..	..	..	..	—4	..	+1	..	..	..	—9
(d) Sikhs	..	..	..	+2	..	..	..	..	..	..	..	..	..	+1	..	..	..	—1	..	..	..	+1	..	..	..	..	..	+3
(e) Indian Christians	..	..	..	..	..	..	..	..	..	—1	..	..	..	..	..	+1	..	..	..	..	..	..	..	..	..	..	..	..
(f) Parsis	..	..	..	..	..	..	..	+2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	+2
(g) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(h) Total	..	—1	..	+8	..	+8	..	+6	..	—4	..	+6	..	+5	..	+13	..	..	..	+1	..	+2	..	+3	..	..	..	+47
11·03. GRAND TOTAL	..	—11	..	+6	..	+8	..	—8	..	—12	..	—14	..	+6	..	+8	..	—8	..	+1	..	—12	..	—3	..	..	..	—39
12. *Percentage of Total*—																												
1·2·01. Europeans	44·3	34·0	*46·0	43·5	66·6	59·7	51·2	45·0	30·1	26·1	37·3	31·1	*48·0	47·1	48·5	42·3	34·0	31·7	50·0	46·7	39·5	31·3	52·5	46·7	25·0	25·0	*43·3	39·1
1·2·02 Indians—																												
(a) Hindus—																												
Other than Depressed classes	32·8	40·0	*26·5	28·3	11·6	16·9	23·8	29·4	47·2	51·4	39·3	43·3	*26·0	27·6	32·8	37·3	33·6	36·0	21·4	26·7	45·2	52·7	34·6	34·7	75·0	75·0	*32·6	35·9
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	9·8	12·0	*9·2	9·4	11·6	11·7	9·5	8·8	6·5	8·1	5·5	7·1	*7·4	7·2	3·0	5·7	15·2	14·8	14·3	13·3	4·0	6·2	2·6	6·7	..	..	8·1	8·9
(c) Anglo-Indians and domiciled Europeans	9·8	10·0	*15·7	15·2	2·9	5·2	4·2	3·7	12·2	10·8	13·5	13·8	*8·8	8·1	5·2	4·2	8·6	9·0	14·3	13·3	8·9	6·2	6·4	8·0	..	..	*9·4	9·1
(d) Sikhs	1·6	2·0	1·6	2·6	5·8	5·2	0·6	0·6	0·8	0·9	2·0	2·1	..	0·5	1·5	1·4	7·0	6·8	..	..	..	0·9	2·6	2·6	..	..	2·2	2·4
(e) Indian Christians	..	..	0·5	0·5	1·5	1·3	3·0	3·1	2·4	1·8	1·2	1·3	*6·4	6·2	4·5	4·9	1·6	1·7	..	..	2·4	2·7	1·3	1·3	..	..	*2·4	2·5
(f) Parsis	1·7	2·0	0·5	0·5	..	..	7·1	8·8	0·8	0·9	1·2	1·3	*3·4	3·3	4·5	4·2	..	..	..	..	..	..	..	..	..	..	1·9	2·0
(g) Other Communities	..	..	..	..	..	..	0·6	0·6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0·1	0·1

* Revised figures.

APPENDIX C-IV—*contd.*

(*b*) SENIOR SUBORDINATES.

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) on 31st March 1942 as compared with 31st March 1941.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1 *Administration Department*—																								
1·01. Europeans	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	1	..	..	2	..
1·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	1	9	9	1	1	11	11	16	17	11	9	1	2	3	3	11	8	..	..	3	3	66	64
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	1	2	2	..	..	1	..	..	..	..	..	7	7	..	..	..	..	10	10
(*c*) Anglo-Indians and domiciled Europeans	2	3	2	2	1	1	3	4	..	2	1	2	1	2	1	1	3	1	1	1	1	1	16	20
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	..	..	..	..	2	3
(*e*) Indian Christians	1	1	..	..	..	..	2	2	..	..	..	..	2	2	..	..	..	1	..	..	..	..	5	6
(*f*) Parsis	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*g*) Other communities	..	..	..	..	..	..	..	..	1	1	..	..	1	1	..	..	..	..	..	..	..	..	2	2
(*h*) Total	3	5	11	11	2	3	19	20	17	20	13	11	5	7	4	4	23	20	1	1	4	4	102	106
1·03. GRAND TOTAL	3	5	11	11	2	3	19	20	19	20	13	11	5	7	4	4	23	20	1	1	4	4	104	106
2 *Accounts Department*—																								
2·01. Europeans	..	..	..	..	..	..	1	1	..	..	5	5	..	..	..	..	..	..	..	..	..	..	6	6
2·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	9	7	24	21	5	5	24	24	23	22	58	64	23	18	6	6	54	56	1	1	16	14	243	238
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	1	1	1	1	2	2	..	..	7	2	..	..	..	..	16	15	1	1	1	1	29	23
(*c*) Anglo-Indians and domiciled Europeans	1	..	18	15	6	6	15	14	6	6	5	5	10	10	9	8	2	2	..	..	3	3	75	69
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	8	..	..	..	..	8	
(*e*) Indian Christians	..	..	..	1	..	..	..	1	..	..	..	..	2	1	1	1	..	..	..	..	..	..	3	4
(*f*) Parsis	..	..	..	..	..	..	5	5	..	..	..	..	..	..	2	2	..	..	..	..	..	..	7	7
(*g*) Other communities	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*h*) Total	10	7	43	38	12	12	46	46	29	28	70	71	36	30	18	17	80	81	2	2	20	18	386	350
2·03. GRAND TOTAL	10	7	43	38	12	12	47	47	29	28	75	76	36	30	18	17	80	81	2	2	20	18	372	356

3. Engineering Department—																										
3·01. Europeans	1	..	4	3	3	2	6	7	3	3	20	17	8	8	4	3	22	21	..	..	1	1	72	66
3·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	11	12	49	58	7	9	90	94	39	35	125	137	69	64	22	25	90	93	1	2	11	12	514	541
Depressed classes	1	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1
(b) Muslims	4	3	3	3	3	2	8	5	3	3	16	18	10	8	1	1	63	61	..	1	1	1	112	106
(c) Anglo-Indians and domiciled Europeans	5	7	33	32	12	9	13	13	16	12	68	55	51	46	14	13	*33	28	4	3	14	14	*263	232
(d) Sikhs	1	1	3	3	..	..	2	1	2	3	5	6	5	6	..	..	*23	24	..	..	..	..	*44	44
(e) Indian Christians	..	..	5	6	..	..	1	1	1	1	2	1	5	6	3	4	2	2	..	..	4	4	21	25
(f) Parsis	..	..	..	..	..	..	19	15	..	..	..	..	9	8	2	2	1	1	..	..	..	..	31	26
(g) Other communities	..	..	..	..	..	..	5	7	..	..	2	2	1	3	..	..	1	1	..	..	..	..	9	13
(h) Total	22	23	94	103	22	20	138	136	61	54	218	210	150	141	42	45	216	210	5	6	30	31	998	988
3·03. Grand Total	23	23	98	106	25	22	144	143	64	57	238	236	158	149	46	48	238	231	5	6	31	32	1,070	1,053
4. Transportation—																								
4·01. Europeans	1	..	11	6	4	5	13	13	16	12	45	36	41	51	..	..	72	63	..	..	..	1	203	192
4·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes	*9	11	115	100	6	6	79	115	39	45	79	91	53	64	5	6	*87	92	1	1	6	9	*479	543
Depressed classes	..	..	1	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	3	2
(b) Muslims	1	..	14	13	1	1	8	11	1	4	8	15	15	17	..	..	48	59	..	..	..	..	96	120
(c) Anglo-Indians and domiciled Europeans	*26	12	137	88	14	15	20	26	37	33	149	139	376	377	19	15	39	31	5	5	6	7	*828	718
(d) Sikhs	..	..	6	7	..	..	..	..	3	3	2	3	1	..	..	..	17	19	..	..	..	..	29	32
(e) Indian Christians	2	..	1	4	..	..	4	14	..	..	2	2	30	33	..	..	7	6	..	..	..	..	46	59
(f) Parsis	..	..	..	..	..	..	13	32	..	..	2	1	12	22	..	..	13	13	..	..	..	..	40	68
(g) Other communities	..	..	..	..	..	..	3	2	..	..	1	..	12	18	..	1	4	2	..	..	..	..	21	23
(h) Total	*38	23	274	182	21	22	127	200	80	85	243	254	500	532	25	22	*215	222	6	6	13	17	*1,542	1,565
4·03. Grand Total	*39	23	285	188	25	27	140	213	96	97	288	290	541	583	25	22	*287	290	6	6	13	18	*1,745	1,757
5. Commercial—																								
5·01. Europeans	Included under Transportation.				..	..	Included under Transportation.				9	8	..	..	Included under Transportation.		3	3	Included under Transportation.		..	..	12	11
5·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes					2	2					53	71	20	21			15	17			7	7	*97	118
Depressed classes					..	..					..	..	..	..			..	..			..	..	..	..
(b) Muslims					1	1					8	7	..	..			13	8			..	..	22	16
(c) Anglo-Indians and domiciled Europeans					..	..					25	22	9	6			6	8			..	..	*40	36
(d) Sikhs					..	..					..	..	..	..			4	4			..	..	4	4
(e) Indian Christians					..	..					..	..	7	7			..	..			..	..	7	
(f) Parsis					..	..					..	..	..	..			1	..			..	..	1	..
(g) Other communities					..	..					..	..	2	1			..	..			..	..	2	1
(h) Total					3	3					86	100	38	35			39	37			7	7	*173	182
5·03. Grand Total					3	3					95	108	38	35			42	40			7	7	*185	193

* Revised figures.

(b) SENIOR SUBORDINATES—*contd.*

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) on 31st March 1942 as compared with 31st March 1941—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6. *Mechanical Engineering*—																								
6·01. Europeans	10	11	26	26	7	7	88	73	24	26	135	120	45	43	38	32	117	105	1	1	9	8	495	452
6·02. Indians—																								
(a) Hindus—																								
Other than Depressed classes		6	41	57	3	3	66	68	42	49	171	180	16	29	9	13	*69	76	..	..	32	33	*454	514
Depressed classes	..	..	..	..	1	1	1	..	..	..	2	1	..	1	..	..	..	..	..	..	1	..	5	3
(b) Muslims	..	1	6	11	1	1	12	19	3	3	24	30	2	3	1	1	68	71	..	..	4	4	121	144
(c) Anglo-Indians and domiciled Europeans	9	13	333	323	24	24	184	177	73	73	585	588	94	95	86	86	*159	157	7	7	85	77	*1,639	1,625
(d) Sikhs	1	1	9	11	..	..	..	..	2	3	5	6	..	..	2	2	29	34	..	..	..	..	48	57
(e) Indian Christians	2	3	5	5	..	..	12	11	*1	..	2	4	11	20	1	1	4	6	..	..	9	9	*47	59
(f) Parsis	..	..	1	1	..	..	28	29	*..	..	1	..	4	7	1	1	5	4	..	..	..	..	*40	42
(g) Other communities	1	1	2	2	..	..	17	18	..	..	4	4	2	2	..	..	7	6	..	..	..	..	33	33
(h) Total	13	30	397	410	29	29	320	322	121	128	794	813	129	157	100	104	341	354	7	7	131	123	2,387	2,477
6·03. GRAND TOTAL	28	41	423	436	36	36	408	395	145	154	929	933	174	200	133	136	458	459	8	8	140	131	2,882	2,989
7. *Stores Department*—																								
7·01. Europeans	..	..	..	..	..	..	1	1	1	...	3	1	3	2	1	1	3	4	..	..	..	..	12	9
7·02. Indians—																								
(a) Hindus—																								
Other than Depressed Classes	1	1	10	13	..	..	10	11	14	12	21	23	5	4	2	2	19	19	..	..	2	2	84	87
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(b) Muslims	..	..	..	..	..	..	..	..	..	..	4	5	..	..	...	..	14	14	1	1	..	..	19	20
(c) Anglo-Indians and domiciled Europeans	1	1	14	13	..	..	4	4	1	2	17	16	..	..	..	..	7	4	..	..	1	1	45	41
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3	..	..	..	..	2	3
(e) Indian Christians	..	..	2	2	..	..	3	3	..	..	..	..	2	2	1	1	..	..	..	..	1	1	9	9
(f) Parsis	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(g) Other communities	..	..	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	2	2
(h) Total	2	2	26	28	..	..	19	20	16	15	42	44	7	6	3	3	42	40	1	1	4	4	162	163
7·03. GRAND TOTAL	2	2	26	28	..	..	20	21	17	15	45	45	10	8	4	4	45	44	1	1	4	4	174	172

8. *Electrical*—																														
8·01. Europeans	Included under Mechanical Engineering.																													
8·02. Indians—																														
(a) Hindus—																														
Other than Depressed classes																														
Depressed classes																														
(b) Muslims																														
(c) Anglo-Indians and domiciled Europeans																														
(d) Sikhs																														
(e) Indian Christians																														
(f) Parsis																														
(g) Other Communities																														
(h) Total																														
8·03. Grand Total																														
9. *Other Departments*—																														
9·01. Europeans	..	..	9	9	4	4	9	9	3	4	4	3	..	..	..	..	3	3	..	..	1	1	33	33						
9·02. Indians—																														
(a) Hindus—																														
Other than Depressed classes	4	3	*28	28	4	3	18	20	15	23	36	41	16	17	6	6	6	6	..	..	3	3	*136	150						
Depressed classes	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	..						
(b) Muslims	..	..	3	2	..	1	2	2	5	3	6	6	6	5	..	..	1	4	..	..	1	1	24	24						
(c) Anglo-Indians and domiciled Europeans	4	1	33	37	7	6	5	5	4	4	21	22	5	3	2	2	6	2	..	..	3	3	90	85						
(d) Sikhs	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	..	..	..	..	1	2						
(e) Indian Christians	..	..	..	..	..	..	2	2	..	..	..	..	4	5	..	..	2	4	..	..	3	3	11	14						
(f) Parsis	..	..	2	2	..	..	7	6	..	..	..	..	4	3	..	..	..	..	..	..	..	..	13	11						
(g) Other Communities	..	..	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	2	2						
(h) Total	8	4	*66	69	12	11	34	36	24	30	65	69	36	34	8	8	15	17	..	..	10	10	*278	288						
9·03. Grand Total	8	4	*75	78	16	15	43	45	27	34	69	72	36	34	8	8	18	20	..	..	11	11	*311	321						
10. *Railway Board and other Railway offices*—																														
10·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	† 4						
10·02. Indians—																														
(a) Hindus—																														
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	174	† 171						
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1						
(b) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35	34						
(c) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21	21						
(d) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	† 14						
(e) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	4						
(f) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..						
(g) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..						
(h) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	248	† 246						
10·03 Grand Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	254	† 279						

* Revised figure

† Excludes staff of senior Government Inspector of Railways.

APPENDIX C-IV—*concld.*

(*b*) Senior Subordinates—*concld.*

Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) on 31st March 1942 as compared with 31st March 1941.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942.	1941.	1942	1941.	1942.
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11. *Collieries (E. N. Ry.)*—																								
11·01 Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11·02 Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	8
Depressed classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) Anglo-Indians and domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1.	..	..	..	..	..	..	..
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Parsis	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*g*) Other Communities	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*h*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	8
11·03. Grand Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	8
12. *Total*—																								
12·01. Europeans	12	11	50	44	18	18	125	109	50	46	232	201	117	122	40	38	225	209	1	1	16	15	†891	†818
12·02. Indians—																								
(*a*) Hindus—																								
Other than Depressed classes	39	41	*276	286	28	29	345	360	211	226	590	655	250	270	65	73	370	390	3	4	93	95	†2,451	† 2,608
Depressed classes	1	..	2	1	1	1	1	..	..	..	3	1	1	2	..	..	..	..	..	..	2	1	†12	†7
(*b*) Muslims	5	4	27	30	7	8	36	42	13	14	75	84	37	37	2	2	243	252	3	3	7	7	†490	†517
(*c*) Anglo-Indians and domiciled Europeans	48	42	570	480	66	63	268	257	143	137	906	884	604	586	144	134	270	246	17	16	120	111	†3,177	†2,977
(*d*) Sikhs	2	2	18	21	..	..	2	2	8	10	13	15	9	9	2	2	*94	104	..	..	..	..	*†161	†179
(*e*) Indian Christians	5	4	13	18	..	..	34	36	3	2	7	8	76	95	7	8	15	19	..	..	18	17	†183	†211
(*f*) Parsis	..	..	3	3	..	..	95	92	..	..	4	2	39	52	5	5	21	18	..	..	..	..	167	172
(*g*) Other Communities.	1	1	2	2	1	1	33	32	4	4	7	6	24	31	1	1	12	9	..	..	..	..	85	87
(*h*) Total	101	94	*911	841	103	102	814	821	382	393	1,605	1,655	1,040	1,082	226	225	*1,025	1,038	23	23	240	231	*†6,726	†,6,758
12·03. Grand Total	113	105	*961	885	121	120	939	930	432	439	1,837	1,853	1,157	1,204	266	263	*1,250	1,247	24	24	256	246	*†7,617	†7,576

13. *Increase (+) Decrease (—)*																														
13·01. Europeans	..	—1	..	—6	..	..	..	—16	..	—4	..	—31	..	+5	..	—2	..	—16	..	..	..	—1	..	—73						
13·02. Indians—																														
(a) Hindus—																														
Other than Depressed classes	..	+2	..	+10	..	+1	..	+15	..	+15	..	+65	..	+20	..	+8	..	+20	..	+1	..	+2	..	+157						
Depressed classes	..	—1	..	—1	..	..	..	—1	..	..	..	—2	..	+1	..	..	..	..	..	..	..	—1	..	—5						
(b) Muslims	..	—1	..	+3	..	+1	..	+6	..	+1	..	+9	..	..	..	..	..	+9	..	..	..	..	..	+27						
(c) Anglo-Indians and domiciled Europeans	..	—6	..	—90	..	—3	..	—11	..	—6	..	—22	..	—18	..	—10	..	—24	..	—1	..	—9	..	—200						
(d) Sikhs	..	..	..	+3	..	..	..	..	..	+2	..	+2	..	..	..	..	..	+10	..	..	..	..	..	+18						
(e) Indian Christians	..	—1	..	+5	..	..	..	+2	..	—1	..	+1	..	+19	..	+11	..	+4	..	..	..	—1	..	+28						
(f) Parsis	..	..	..	..	..	..	..	—3	..	..	..	—2	..	+13	..	..	..	—3	..	..	..	..	..	+5						
(g) Other Communities	..	..	..	..	..	..	..	—1	..	..	..	—1	..	+7	..	..	..	—3	..	..	..	..	..	+2						
(h) Total	..	—7	..	—70	..	—1	..	+7	..	+11	..	+50	..	+42	..	—1	..	+13	..	..	..	—9	..	+32						
13·03 GRAND TOTAL	..	—8	..	—76	..	—1	..	—9	..	+7	..	+19	..	+47	..	—3	..	—3	..	..	..	—10	..	—41						
14.—*Percentage of Total*—																														
14·01. Europeans	10·6	10·5	5·2	5·0	14·9	15·0	13·3	11·7	11·6	10·5	12·6	10·8	10·1	10·1	15·0	14·4	18·0	16·8	4·2	4·1	6·3	6·1	11·7	10·8						
14·02. Indians—																														
(a) Hindus—																														
Other than Depressed classes	34·5	39·0	*28·7	32·3	23·1	24·2	36·8	38·7	48·8	51·5	32·1	35·3	21·6	22·4	24·4	27·8	*29·6	†31·3	12·5	16·7	36·3	38·6	32·2	34·4						
Depressed classes	0·9	..	0·2	0·1	0·8	0·8	0·1	..	..	..	0·2	0·1	0·1	0·2	..	..	..	..	..	..	0·8	0·4	0·2	0·1						
(b) Muslims	4·4	3·8	2·8	3·4	5·8	6·7	3·8	4·5	3·0	3·2	4·1	4·5	3·2	3·1	0·8	0·8	19·4	20·2	12·5	12·5	2·7	2·9	6·4	6·9						
(c) Anglo-Indians and domiciled Europeans	42·5	40·0	*59·3	54·2	54·6	52·5	28·6	27·6	33·1	31·2	49·3	47·6	52·2	48·7	54·1	50·9	21·6	19·7	70·8	66·7	46·9	45·1	41·7	39·3						
(d) Sikhs	1·8	1·9	1·9	2·4	..	..	6·2	0·2	1·9	2·3	0·7	0·8	0·8	0·7	0·8	0·8	*7·5	8·3	..	..	..	..	2·1	2·4						
(e) Indian Christians	4·4	3·8	*1·4	2·0	..	..	3·6	3·9	0·7	0·4	0·4	0·5	6·5	7·9	2·6	3·0	1·2	1·5	..	..	7·0	6·9	2·4	2·8						
(f) Parsis	..	..	0·3	0·4	..	..	10·1	9·9	..	..	0·2	0·1	3·4	4·3	1·9	1·9	1·7	1·5	..	..	..	..	2·2	2·3						
(g) Other Communities	0·9	1·0	0·2	0·2	0·8	0·6	3·5	3·3	0·9	0·9	0·4	0·3	2·1	2·6	0·4	0·4	1·0	0·7	..	..	..	..	1·1	1·1						

* Revised figures.

† Includes figures of Railway Board and other Railway Offices as per item 10 and collieries (B. N. Ry.) as per item 11.

APPENDIX C-V.

(a) Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) during 1941-42.

Departments.	No. of vacancies actually filled.	Filled by								
			Indians.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
STATE-MANAGED RAILWAYS.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	2	..	..	..	..	..	..	2
3. Engineering	5	1	3	1	..	..	..	..	..	4
4. Transportation (Traffic) and Commercial	12	2	4	3	2	..	1	..	..	10
5. Transportation (Power) and Mechanical Engineering.	6	1	3	1	1	..	..	..	..	5
6. Stores Department	1	..	1	..	..	..	..	..	..	1
7. Other Departments	7	1	5	1	..	..	..	..	..	6
8. TOTAL—										
1941-42	33	5	18	6	3	..	1	..	..	28
1940-41	24	8	9	3	2	..	2	..	..	16
9. Percentage of Europeans to number of vacancies filled—										
1941-42	15·2	..	..	..	..	..	..	..	..	..
1940-41	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	84·8	..	..	..	..	..	..	..	..	..
1940-41	66·7	..	..	..	..	..	..	..	..	..
OTHER RAILWAYS.										
Assam Bengal Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	2	..	1	..	1	..	..	..	..	2
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. TOTAL—										
1941-42	2	..	1	..	1	..	..	..	..	2
1940-41	3	1	1	..	1	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—										
1941-42	0.00	..	..	..	..	..	..	..	..	..
1940-41	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	100·0	..	..	..	..	..	..	..	..	..
1940-41	66·7	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corrresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) during 1941-42*—contd.

Departments.	No. of vacancies actually filled.	Filled by									
			Indians.								
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bengal and North-Western Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	6	..	4	1	1	..	..	..	..	6
4. Transportation and Commercial	1	..	1	..	..	..	..	..	..	1
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. Total—										
1941-42	8	..	6	1	1	..	..	..	..	8
1940-41	1	..	1	..	..	..	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—										
1941-42	0·00	..	..	..	..	..	..	..	..	..
1940-41	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	100·0	..	..	..	..	..	..	..	..	..
1940-41	100·0	..	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	4	..	3	..	1	..	..	..	..	4
3. Engineering	10	..	4	2	3	1	..	..	..	10
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	6	..	..	..	5	1	..	..	..	6
6. Stores	2	..	..	..	2	..	..	..	..	2
7. Other Departments	3	1	2	..	..	..	..	..	..	2
8. Total—										
1941-42	25	1	9	2	11	2	..	..	..	24
1940-41	10	..	5	2	2	1	..	..	..	10
9. Percentage of Europeans to number of vacancies filled—										
1941-42	4·00	..	..	..	..	..	..	..	..	..
1940-41	0·00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	96·0	..	..	..	..	..	..	..	..	..
1940-41	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) *Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) during 1941-42*—contd.

Departments.	No. of vacancies actually filled.	Filled by								
			Indians.							
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Bombay, Baroda and Central India Railway.										
1. Administration	1	..	..	..	..	..	1	..	..	1
2. Accounts	1	..	1	..	..	..	..	..	..	1
3. Engineering	7	..	3	..	..	..	..	4	..	7
4. Transportation and Commercial	7	1	2	..	3	..	..	1	..	6
5. Mechanical	2	2	..	..	..	..	..	..	..	..
6. Stores	1	1	..	..	..	..	..	..	..	..
7. Other Departments	2	..	1	1	..	..	..	..	..	2
8. TOTAL—										
1941-42	21	4	7	1	3	..	1	5	..	17
1940-41	6	2	..	..	2	..	1	1	..	4
9. Percentage of Europeans to number of vacancies filled—										
1941-42	19·0	..	..	..	..	..	..	..	..	..
1940-41	33·3	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	81·0	..	..	..	..	..	..	..	..	..
1940-41	66·7	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	1	..	1	..	..	..	..	2
3. Engineering	2	1	1	..	..	..	..	..	..	1
4. Transportation and Commercial	3	..	2	..	..	..	1	..	..	3
5. Mechanical	1	1	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. TOTAL—										
1941-42	9	2	5	..	1	..	1	..	..	7
1940-41	5	..	3	2	..	..	..	..	..	5
9. Percentage of Europeans to number of vacancies filled—										
1941-42	22·2	..	..	..	..	..	..	..	..	..
1940-41	0.00	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	77·8	..	..	..	..	..	..	..	..	..
1940-41	100·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(a) Statement showing the number of appointments made to the Superior Services on State Railways and of corresponding rank on Companies' Railways (Class I) (excluding H. E. H. the Nizam's State, Bikaner, Jodhpur and Mysore State Railways) during 1941-42—concld.

Departments.	No. of vacancies actually filled.	Filled by									
			Indians.								
		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Parsis.	Other communities.	Total.
1	2	3	4	5	6	7	8	9	10	11
Rohilkund and Kumaon Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..
8. Total—										
1941-42	..	..	..	..	..	..	..	..	..	..
1940-41	1	1	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—										
1941-42	0·00	..	..	..	..	..	..	..	..	..
1940-41	100·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	0·00	..	..	..	..	..	..	..	..	..
1940-41	0·00	..	..	..	..	..	..	..	..	..
South Indian Railway.										
1. Administration	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..
3. Engineering	4	..	3	1	..	..	..	..	..	4
4. Transportation and Commercial	3	..	1	2	..	..	..	..	..	3
5. Mechanical	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	..	..	..	..	..	1
8. Total—										
1941-42	8	..	5	3	..	..	..	..	..	8
1940-41	5	2	1	..	2	..	..	..	..	3
9. Percentage of Europeans to number of vacancies filled—										
1941-42	0·00	..	..	..	..	..	..	..	..	..
1940-41	40·0	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—										
1941-42	100·0	..	..	..	..	..	..	..	..	..
1940-41	60·0	..	..	..	..	..	..	..	..	..

APPENDIX C-V—*contd.*

(i) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1941 to 31st March 1942.

Name of Railways, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							(i) PERMANENT.												
—Railways—																			
State-managed—																			
Eastern Bengal	..	..	141	48·0	..	..	137	46·6	13	4·1	2	0·7	1	0·3	..	..	1	0·3	294
East Indian	..	..	427	64·5	..	..	164	24·8	63	9·5	3	0·4	5	0·8	..	..	..	..	662
Great Indian Peninsula	..	..	753	70·0	13	1·2	131	12·2	71	6·6	10	0·9	71	6·6	21	1·9	6	0·6	1,076
North Western	..	..	90	20·0	3	0·7	295	65·4	17	3·8	38	8·4	7	1·5	1	0·2	..	..	451
Company-managed—																			
Assam Bengal	..	..	312	63·7	3	0·6	152	31·0	13	2·7	1	0·2	7	1·4	..	..	2	0·4	490
Bengal and North-Western	1	0·6	107	60·1	..	..	46	25·8	19	10·7	..	..	5	2·8	..	..	..	..	178
Bengal Nagpur	..	..	862	78·3	1	0·1	147	13·3	44	4·0	12	1·1	32	2·9	2	0·2	1	0·1	1,101
Bombay, Baroda and Central India	3	0·3	654	66·2	17	1·7	132	13·4	59	5·9	9	0·9	66	6·7	39	4·0	9	0·9	988
Madras and Southern Mahratta	..	..	235	70·4	11	3·3	45	13·5	25	7·5	..	..	18	5·3	..	..	..	..	334
Rohilkund and Kumaon	..	..	37	74·0	..	..	11	22·0	..	..	..	..	2	4·0	..	..	..	..	50
South Indian	..	..	393	59·8	26	3·9	87	13·1	41	6·2	..	..	113	17·0	..	..	..	..	665
Miscellaneous Offices—																			
Chief Mining Engineer	..	..	10	66·7	..	..	4	26·7	..	..	..	..	1	6·6	..	..	..	..	15
Director, Railway Clearing Accounts.	..	..	41	58·6	..	..	21	30·0	..	..	3	4·3	5	7·1	..	..	..	..	70
TOTAL	4	0·1	4,067	63·8	74	1·2	1,372	21·5	364	5·7	78	1·2	333	5·2	63	1·0	19	0·3	6,374

(b) Statement showing the number of vacancies filled by direct recruitment in the Subordinate Railway Services during the period 1st April 1941 to 31st March 1942—concld.

Name of Railways, etc.	Europeans.		Hindus.				Minority communities recognised for the purpose of communal representation.										Other communities.		Total.
			Hindus other than Depressed Classes.		Depressed Classes.		Muslims.		Domiciled Europeans and Anglo-Indians.		Sikhs.		Indian Christians.		Parsis.				
	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	No.	Percentage.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							(ii) TEMPORARY.												
I.—Railways—																			
State-managed—																			
Eastern Bengal	2	0·1	1,076	53·0	9	0·4	893	44·0	43	2·1	3	0·2	2	0·1	..	..	1	0·1	2,029
East Indian	..	..	2,925	70·9	7	0·2	954	23·1	178	4·3	25	0·6	39	0·9	..	..	..	..	4,128
Great Indian Peninsula	4	0·3	1,139	74·2	25	1·6	173	11·3	48	3·1	8	0·5	114	7·4	11	0·7	13	0·9	1,535
North Western	1	0·0	842	29·3	..	..	1,696	59·0	17	0·6	286	9·9	34	1·2	..	..	..	..	2,876
Company-managed—																			
Assam Bengal	..	..	70	67·3	..	..	24	23·1	10	9·6	..	..	..	..	..	..	..	..	104
Bengal and North-Western	..	..	74	68·5	..	..	27	25·0	6	5·6	..	..	1	0·9	..	..	..	..	108
Bengal Nagpur	..	..	638	73·9	4	0·5	96	11·1	74	8·6	35	4·0	11	1·3	..	..	5	0·6	863
Bombay, Baroda and Central India	3	0·2	1,254	70·8	3	0·2	341	19·3	37	2·1	6	0·3	87	4·9	36	2·0	3	0·2	1,770
Madras and Southern Mahratta	1	0·2	347	66·5	23	5·0	57	10·9	39	7·5	..	..	52	9·9	..	..	..	..	522
Rohilkund and Kumaon	..	..	18	85·7	..	..	3	14·3	..	..	..	..	..	..	..	..	..	..	21
South Indian	..	..	263	63·1	9	2·1	68	15·1	17	4·1	..	..	65	15·6	..	..	..	..	417
II.—Miscellaneous Offices—																			
Chief Mining Engineer	..	..	4	44·5	..	..	1	11·1	2	22·2	..	..	1	11·1	..	..	1	11·1	9
Director, Railway Clearing Account	..	..	249	60·9	11	2·7	111	27·1	1	0·2	25	6·1	12	3·0	..	..	..	..	409
TOTAL	11	0·1	8,899	60·2	94	0·6	4,439	30·0	472	3·2	388	2·6	418	2·8	47	0·3	23	0·2	14,791
GRAND TOTAL—Both permanent and temporary	15	0·1	12,966	61·2	168	0·8	5,811	27·5	836	3·9	466	2·2	754	3·5	110	0·5	42	0·2	21,165

APPENDIX D (i).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1941-42 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	References to classes of accidents appearing in the 1940-41 Report
1	2	3	4	5	6	7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 25a.
Collisions—						
Passenger trains	48	39	32	31	36	Items 1 to 3.
Other trains and light engines	215	222	195	232	204	„ 4 to 6.
Derailments—						
Passenger trains	258	274	198	181	221	„ 7 (*a*) & 7 (*b*).
Other trains	3,361	3,486	4,725	5,420	6,601	„ 8 (*a*) & 8 (*b*).
II.—*Failure of engines and rolling stock.* Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	85	77	76	86	124	Item 9 (*a*) (1).
(2) machinery springs, etc.	344	351	383	413	599	„ 9 (*a*) (2).
Failure of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	237	306	361	292	359	„ 9 (*b*) (1).
(2) other causes	1,434	1,422	1,364	1,338	1,614	„ 9 (*b*) (2).
Failure of tyres and wheels	13	20	13	30	25	„ 9 (*c*) & 9 (*d*).
ditto axles	45	32	49	64	770	„ 9 (*e*).
ditto brake apparatus	22	17	13	14	17	„ 9 (*f*).
ditto couplings and draft gear	1,966	2,016	1,889	2,082	2,417	„ 9 (*g*).
Other rolling stock failures	274	249	981	1,042	351	„ 9 (*h*).
III.—*Failure of permanent-way*—						
Broken rails	316	358	279	178	198	„ 10 (*a*).
Failure of tunnels, bridges, viaducts, culverts, etc.	8	9	1	5	6	„ 10 (*b*).
Flooding of portions of permanent-way.	90	117	86	63	138	„ 10 (*c*).
Slips in cuttings or embankments	45	135	56	206	333	„ 10 (*d*).
IV.—*Fires*—						
Fire in trains	168	141	159	194	206	„ 11 (*a*).
Fire at stations or involving injury to bridges or viaducts.	36	46	38	51	32	„ 11 (*b*).
V.—*Other accidents*—						
Trains running over cattle on the line	9,191	8,781	8,726	7,743	7,281	„ 12 (*b*).
Train-wrecking	10	6	7	11	7	„ 12 (*c*).
Attempted train-wrecking	73	83	85	79	85	„ 12 (*d*).
Trains running into road traffic at level crossings	116	94	107	105	121	„ 12 (*e*).
Trains running over obstructions not covered by circumstances mentioned in sub-paragraph (*c*) (*d*) & (*e*) above	157	213	248	201	163	„ 12 (*f*).
Miscellaneous	372	317	216	224	278	„ 12 (*g*) + 12 (*a*).
TOTAL	18,910	18,811	20,287	20,285	22,191	Total.

APPENDIX D (*i*)—*concld.*

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1941-42 and the preceding four years—contd.

[Summary of Appendices D (*ii*) to D (*vi*)]—*concld.*

Class of accident. 1	1937-38. 2		1938-39. 3		1939-40. 4		1940-41. 5		1941-42. 6		References. 7
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
*NUMBER OF PERSONS KILLED OR INJURED.											
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	214	818	214	973	183	1,132	244	1,091	329	1,244	Total (*a*) Col. 32.
Railway servants	185	3,258	155	3,487	152	3,871	192	4,364	202	5,294	,, (*b*) Col. 55.
Other persons	2,714	773	2,934	818	3,069	908	3,148	954	3,140	937	,, (*c*) Col. 58.
Total	3,113	4,849	3,303	5,278	3,404	5,911	3,584	6,409	3,671	2,475	,, (*d*) Col. 59.
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D. (*iii*).
Passengers	105	174	66	272	44	134	62	142	14	146	Col. 262—(Total).
Railway servants	18	107	17	132	13	93	14	141	18	124	,, 264— ,,
Other persons	61	80	26	69	39	73	27	53	28	109	,, 266— ,,
Total	184	361	109	493	96	390	103	336	60	379	,, 268—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicle*—											Appendix D (*iv*)
Passengers	1	14	..	19	2	32	2	86	3	38	Col. 295 & 296—(Total).
Railway servants	30	8,773	27	9,860	13	11,918	37	12,868	27	14,009	,, 297 & 298— ,,
Other persons	42	114	35	159	22	121	26	134	22	250	,, 299 & 300 ,,
TOTAL	73	8,901	62	10,038	37	12,071	65	13,088	52	14,297	,, 301 & 302—(Total).
TOTAL PASSENGERS	320	1,006	280	1,264	229	1,298	308	1,319	346	1,428	A+B+C above.
TOTAL RAILWAY SERVANTS	233	12,138	199	13,499	178	15,882	243	17,373	247	19,427	
TOTAL OTHER PERSONS	2,817	967	2,995	1,046	3,130	1,102	3,201	1,141	3,190	1,296	
GRAND TOTAL	3,370	14,111	3,474	15,809	3,537	18,282	3,752	19,833	3,783	22,151	

*Number of persons killed or injured in Railway Workshops, etc., in 1941-42 not included in the above summary.

	Railway Servants.	Other Persons.	Total.	
Killed	..	1	14	Appendix D (*vi*). Totals (*b*), (*c*) & (*d*) (Col. 348.)
Injured	9,654	22	9,676	

APPEN

Number of persons killed or injured during the year 1941-42 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

CLASS I

Class of accident.	Nature of Injury.	Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bikaner State.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Jodhpur.
9		10	11	12	13	14	15	16	17	18
(a) PASSENGERS.										
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.										
1. Falling between trains and platforms	Killed	..	1	..	..	1	3	15	6	..
	Injured	..	1	..	..	3	6	19	5	..
2. Falling on to the platforms, ballast, etc. when getting into or out of trains.	Killed	1	1	1	1	6	4	5	11	..
	Injured	..	7	15	..	89	6	6	49	..
3. Crossing the line at stations	Killed	..	..	..	..	..	..	5	..	..
	Injured	..	..	..	..	1	..	1	3	1
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	1	..	..	30	..	..	..	..
5. Falling or jumping out of carriages during the running of trains.	Killed	7	13	3	..	29	13	15	31	1
	Injured	32	103	43	3	119	53	30	67	1
6. Other accidents	Killed	..	2	..	1	..	..	3	2	..
	Injured	35	2	3	..	31	3	3	64	1
TOTAL (a)	Killed	8	17	4	2	36	20	43	50	1
	Injured	67	114	61	3	273	68	59	188	3
(b) RAILWAY SERVANTS.										
(i) ACCIDENT IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.										
1. Coupling or uncoupling vehicles	Killed	1	..	1	1	3	2	3	2	..
	Injured	3	3	161	..	113	25	226	307	3
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc. standing on adjacent lines.	Killed	1	..	..	..	..	..	..	..	..
	Injured	..	2	3	..	1	..	5	2	..
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	..	..	..	1	..	..
	Injured	..	..	..	..	2	..	..	..	..
4. Getting on or off or falling off engines, wagons, etc. during shunting.	Killed	..	..	..	..	..	..	..	1	..
	Injured	..	3	18	..	7	3	14	33	..
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	1	..	..
	Injured	..	..	25	..	7	..	7	65	1
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	..	2	..	4	..	3	1	..
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	2	..	..	..	..	5	..	..
8. Other accidents during shunting operations not included in the preceding items.	Killed	1	..	2	..	3	1	1	3	..
	Injured	1	4	61	..	47	11	50	259	..
TOTAL (i)	Killed	3	..	3	1	6	3	6	6	..
	Injured	4	14	270	..	181	39	310	667	4

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of Accidents. [See Col. 8.	
Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.* (Cols. 25 27 and 32.	*1941-42.* (Cols. 26, 28 and 30.		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	
1	..	..	8	..	4	*32*	39	..	..	..	..	*32*	39	1	
..	..	1	16	..	1	*42*	52	..	1	..	2	*42*	55		
..	..	..	19	..	..	*28*	49	*1*	..	*1*	..	*30*	49	2	
1	2	..	43	1	6	*230*	225	*2*	1	*4*	..	*236*	226		
..	..	..	5	..	..	*14*	10	*2*	..	..	..	*16*	10	3	
..	..	..	1	1	..	*12*	8	*3*	..	*2*	1	17	9		
..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	..	4	
..	2	..	2	..	6	*18*	41	..	..	*1*	..	*19*	41		
10	2	2	53	1	15	*145*	195	*1*	2	*2*	1	*151*	198	5	
49	10	2	100	14	33	*546*	664	*27*	29	*13*	17	*586*	710		
2	..	..	19	..	2	*13*	31	..	2	*1*	..	*14*	33	6	
25	..	..	12	1	4	*182*	184	*1*	10	*8*	9	*191*	203		
13	2	2	104	1	21	*236*	324	*4*	4	*4*	1	*244*	*329	Total (a)	
75	14	3	174	17	55	*1,030*	1,174	*33*	41	*28*	29	*1,091*	1,244		
..	..	1	4	..	..	*12*	18	..	1	..	..	*12*	19	1	
92	5	14	352	..	91	*1,223*	1,395	*6*	1	*8*	6	*1,237*	1,402		
..	..	..	..	..	..	..	1	..	1	..	..	..	2	2	
1	..	..	5	..	1	*36*	20	*2*	..	..	..	*38*	20		
..	..	..	..	..	1	..	2	..	1	..	..	..	3	3	
1	..	..	5	1	3	*10*	12	*2*	..	..	..	*12*	12		
1	..	..	3	..	1	*3*	6	..	..	..	..	*3*	6	4	
2	..	1	44	..	2	*129*	127	..	2	*2*	1	*131*	130		
..	..	..	..	..	..	*4*	1	..	..	..	..	*4*	1	5	
17	..	..	12	..	11	*193*	145	..	..	*1*	3	*194*	148		
..	..	..	..	..	..	*1*	..	..	1	..	..	*1*	1	6	
..	..	..	11	..	..	*20*	21	..	..	..	..	*20*	21		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	
..	..	..	8	..	..	*10*	15	..	..	..	..	*10*	15		
..	..	..	5	..	..	*15*	16	..	..	..	..	*15*	16	8	
17	..	6	37	..	27	*409*	520	*6*	..	..	..	*415*	520		
1	..	1	12	..	2	*35*	44	..	4	..	..	*35*	48	Total (i)	
130	5	21	474	1	135	*2,030*	2,255	*16*	3	*11*	10	*2,057*	2,268		

Number of persons killed or injured during the year 1941-42 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bikaner State.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
34	35	36	37	38	39	40	41	42	43
(*b*) RAILWAY SERVANTS—*concld.*									
(*ii*) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains	Killed	..	..	1	..	1	..	1	..
	Injured	1	..	15	..	6	5	27	18
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	1	1	..	..	..	..
	Injured	..	1	3	..	2	1	6	4
11. Getting on or off engines, vans, etc., during the running of trains	Killed	..	..	..	..	3	..	1	2
	Injured	..	2	17	..	16	1	33	96
12. Attending to or failure of, machinery, etc., of engine in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	9	..	62	20	125	433
13. Working on the permanent-way, sidings, etc.	Killed	..	..	..	..	..	..	3	4
	Injured	..	1	2	..	3	..	6	2
14. Attending to gates, at level-crossings	Killed	..	..	..	..	..	..	2	..
	Injured	..	..	..	..	..	1	3	1
15. Walking, crossing, or standing on the line on duty	Killed	..	1	4	..	5	2	21	6
	Injured	..	3	3	..	13	..	23	7
16. Being caught between vehicles	Killed	..	..	..	..	1	..	..	
	Injured	..	..	..	..	1	..	3	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	1	..	2	1
	Injured	..	1	..		3	..	11	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	1	..	1	..	6	..
	Injured	..	..	..	..	..	1	3	2
19. Miscellaneous	Killed	3	1	1		5	4	15	5
	Injured	6	..	77	..	34	96	199	725
TOTAL (*ii*)	Killed	3	2	8	1	17	6	51	18
	Injured	7	8	126	..	140	125	439	1,288
TOTAL RAILWAY SERVANTS (*b*)=[(*i*)+(*ii*)]	Killed	6	2	11	2	23	9	57	24
	Injured	11	22	396	..	321	164	749	1,955
(*c*) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	..	..	..	1	..
2. Trespassing on the line	Killed	63	259	269	5	128	274	586	225
	Injured	35	57	103	3	71	76	264	37
3. Suicides	Killed	12	33	52	3	26	45	132	75
	Injured	..	5	3	..	9	..	14	3
4. Miscellaneous	Killed	5	2	1	2	10	3	12	..
	Injured	9	3	2	..	..	2	14	..
TOTAL OTHER PERSONS (*c*)	Killed	80	294	322	10	164	322	730	300
	Injured	45	65	108	3	80	78	293	40
(*d*) GRAND TOTAL=(*a*)+(*b*)+(*c*)	Killed	94	313	337	14	223	351	830	374
	Injured	123	204	565	6	674	319	1,101	2,183

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing far as practicable, the nature and causes of the accidents occasioning death or injury.

Railways.							Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of accidents. (see Col. 34).
Jodhpur.	Madras and Southern Mahratta.	Mysore State.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian	*1940-41.*	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	1940-41. (Cols. 51, 53 & 55.	1941-42. (Cols. 52, 54 & 56.	
44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
..	..	..	..	..	..	..	*2*	3	..	1	..	..	*2*	4	9
..	9	2	1	24	2	4	*94*	114	*5*	*5*	*2*	2	*101*	121	
..	..	..	..	..	..	..	*4*	2	..	..	..	..	*4*	2	10
..	..	..	..	11	..	2	*31*	30	..	*2*	*1*	2	*32*	34	
..	1	..	..	5	..	..	*12*	12	..	..	..	..	*12*	12	11
2	6	..	..	130	..	8	*231*	311	*3*	*2*	*1*	..	*235*	313	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
..	..	..	..	137	..	30	*801*	816	*1*	1	*2*	1	*804*	818	
..	..	1	..	8	..	1	*23*	17	..	..	..	..	23	17	13
..	1	4	..	7	1	..	*37*	27	*1*	..	..	..	*38*	27	
..	..	..	..	1	..	..	*3*	3	..	..	..	..	*3*	3	14
..	..	..	..	10	..	..	*3*	15	..	2	*2*	..	*5*	17	
..	5	..	1	14	..	..	*54*	59	..	..	..	..	*54*	59	15
..	6	1	..	13	2	8	*57*	79	..	1	*5*	3	*62*	83	
..	1	..	..	..	..	..	*3*	2	..	..	..	..	*3*	*2*	16
..	..	4	..	4	..	1	*8*	13	*2*	..	..	..	*10*	13	
..	..	..	..	..	..	..	*4*	4	*2*	..	..	..	*6*	4	17
..	..	..	..	3	..	..	*19*	18	..	..	*1*	..	*20*	18	
..	..	..	..	2	1	..	*17*	11	*2*	..	..	..	*19*	11	18
..	..	2	..	16	..	..	*15*	24	..	..	..	..	*15*	24	
..	..	..	1	5	..	..	*31*	40	..	..	..	..	*31*	40	19
..	199	..	13	166	..	33	*978*	1,548	*4*	6	*3*	4	*985*	1,558	
..	7	1	2	35	1	1	*153*	153	*4*	1	..	..	*157*	154	Total (*ii*).
2	221	13	14	521	5	86	*2,274*	2,995	*16*	19	*17*	12	*2,307*	3,026	
..	8	1	3	47	1	3	*188*	197	*4*	5	..	..	*192*	202	Total (*b*).
6	351	18	35	995	6	221	*4,304*	5,250	*32*	22	*28*	22	*4,364*	5,294	
..	5	..	..	6	..	7	*42*	18	..	1	*2*	..	*44*	19	1
..	..	..	..	2	1	2	*11*	7	*1*	..	..	..	*12*	7	
8	150	13	35	294	21	143	*2,351*	2,473	*34*	21	*11*	11	*2,396*	2,505	2
6	26	6	4	61	13	33	*796*	795	*19*	14	*29*	32	*844*	841	
1	58	4	5	46	3	50	*622*	545	*6*	2	*6*	4	*634*	551	3
..	1	..	..	2	..	1	*24*	38	*1*	..	*1*	..	*26*	38	
..	4	..	3	3	..	16	*72*	61	*2*	4	..	..	*74*	65	4
..	5	1	1	1	1	3	*68*	42	*1*	2	*3*	7	*72*	51	
9	217	17	43	349	24	216	*3,087*	3,097	*42*	28	*19*	15	*3,148*	3,140	Total (*c*).
6	32	7	5	66	15	39	*899*	882	*22*	16	*33*	39	*954*	937	
10	238	20	48	500	26	240	*3,511*	3,618	*50*	37	*23*	16	*3,584*	3,671	Grand Total
15	458	39	43	1,235	38	315	*6,233*	7,306	*87*	79	*89*	90	*6,409*	7,475	

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to lasses of ccidents ppearing in the 1940-41 Report.	Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Assam Bengal. Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 65, 66 and 67.)
	60.	61	62	63	64	65	66	67	68
1-3)	1. Collisions in which passenger trains were concerned.	..	..	..	Killed .	..	..	..	..
					Injured ..	..	..	..	..
4-6)	2. Other Collisions	..	..	..	Killed .	..	..	..	..
					Injured .	..	..	..	..
7a & b)	3. Derailments of passenger trains .	3	1	5	Killed .	..	..	1	1
					Injured .	26	4	1	31
8a & b)	4. Other derailments . . .	..	..	15	Killed .	..	..	..	..
					Injured .	..	..	..	..
	5. Accidents due to failures of engines or rolling stock.								
9a&c to h)	(a) Faulty design or material .	..	..	22	Killed .	..	..	..	..
					Injured .	..	..	..	..
9b)	(b) Faulty workmanship or operation by running staff.	..	..	16	Killed .	..	..	..	..
					Injured .	..	..	..	..
	6. Accidents due to failure of permanent—way.								
10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	..	..	9	Killed .	..	..	..	..
					Injured .	..	..	..	..
10c & d)	(b) Flooding of P. way, slips in-cuttings or embankments.	2	..	3	Killed .	..	..	..	..
					Injured .	..	..	..	..
(11)	7. Fires.								
	(a) In trains	..	..	..	Killed .	..	..	..	..
					Injured .	..	..	..	..
	(b) At stations or involving injury to bridges or viaducts	..	..	1	Killed .	..	..	..	..
					Injured .	..	..	..	..
(12)	8. Other accidents.								
(c)	(i) Train wrecking . . .	1	..	1	Killed .	..	..	..	..
					Injured .	..	..	..	..
(d)	(ii) Attempted train wrecking .	8	..	8	Killed .	..	..	..	..
					Injured .	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	300	Killed .	..	..	..	..
					Injured .	..	..	..	..
(e)	(iv) Trains running into road traffic level crossings	1	..	6	Killed .	..	..	1	1
					Injured .	..	..	4	4
(a, f & g)	(v) Miscellaneous	1		15	Killed .	..	..	1	1
					Injured .	..	2	..	2
	Total .	16	1	401	Killed .	..	..	3	3
					Injured .	26	6	5	37

DIX D (iii).

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS.

	Bengal North-Western.							Bengal Nagpur.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Pass-engers.	Ry. Servants.	Other Persons.	Total (Cols. 73, 74 and 75.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols. 81, 82 and 83.)	Class of accident.
69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85
..	..	1	Killed	..	..	..	..	..	..	1	Killed	..	..	..	..	1.
			Injured	1	..	..	1				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	1	..	24	Killed	..	1	..	1	2.
			Injured	..	..	..	..				Injured	..	4	4	8	
..	..	12	Killed	..	..	..	..	..	..	3	Killed	..	..	..	..	3.
			Injured	2	1	..	3				Injured	..	..	..	..	
..	..	22	Killed	..	..	..	..	..	..	76	Killed	..	..	..	..	4.
			Injured	..	1	..	1				Injured	..	4	1	5	
..	..	6	Killed	..	..	..	..	..	..	281	Killed	..	..	..	..	5. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	35	Killed	..	..	..	..	..	..	114	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	5	Killed	..	..	..	..	..	..	21	Killed	..	..	..	..	6 (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	1	Killed	..	..	..	..	..	..	2	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	1	Killed	..	..	..	..	..	..	2	Killed	..	..	..	..	7. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	5	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	8. (i)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	(ii)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	2	Killed	..	..	..	..	..	..	54	Killed	..	..	..	..	(iii)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	1	..	19	Killed	..	..	..	..	(iv)
			Injured	..	..	..	..				Injured	..	..	11	11	
..	..	2	Killed	..	..	..	..	..	..	52	Killed	..	..	..	..	(v)
			Injured	..	..	..	..				Injured	7	1	..	8	
..	..	92	Killed	..	..	..	..	2	..	652	Killed	..	1	..	1	Total.
			Injured	3	2	..	5				Injured	7	9	16	32	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Bikaner State. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 91, 92 and 93.)
	86	87	88	89	90	91	92	93	94
(1—3)	1. Collisions in which passenger trains were concerned.	1	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(4—6)	2. Other collisions	1	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(7a & b)	3. Derailments of passenger trains	6	..	6	Killed	..	..	..	..
					Injured	..	..	..	..
(8a & b)	4. Other derailments	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock.								
(9a & c to h).	(a) Faulty design or material	5	..	5	Killed	..	..	..	..
					Injured	..	..	..	..
(9b)	(b) Faulty workmanship or operation by running staff.	6	..	7	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent way.								
(10a & b).	(a) Failure of rails, bridges, culverts, tunnels, etc.	..	..	13	Killed	..	..	..	..
					Injured	..	..	..	..
(10c & d).	(b) Flooding of P. way, slips in cuttings or embankments.	3	..	3	Killed	..	..	..	..
					Injured	..	..	..	..
11	7. Fires—								
	(a) In trains	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
	(b) At stations or involving injury to bridges or viaducts.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
12	8. Other accidents—								
(c)	(i) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(d)	(ii) Attempted train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	26	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(a, f & g).	(v) Miscellaneous	3	..	3	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	25	..	65	Killed	..	..	..	..
					Injured	..	..	..	..

DIX D (iii)—*contd.*

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between th servants and other persons killed or injured in each class of accident.

RAILWAYS.

Bombay, Baroda and Central India.								Eastern Bengal								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Ry. Servants.	Other Persons.	Total (Cols. 99, 100 and 101.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols. 107, 108 and 109.)	Class of accident.
95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111
..	..	..	Killed	..	..	..	..	1	1	1	Killed	..	..	..	..	1.
			Injured	..	..	..	..				Injured	4	..	..	4	
..	..	15	Killed	..	..	..	..	..	..	1	Killed	..	..	..	..	2.
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	2	Killed	..	..	..	..	15	1	15	Killed	..	1	..	1	3.
			Injured	..	..	..	..				Injured	13	3	..	16	
..	..	951	Killed	..	..	..	..	1	1	19	Killed	..	..	..	..	4.
			Injured	..	..	..	..				Injured	..	3	..	3	
..	..	1,028	Killed	..	..	..	..	..	..	94	Killed	..	..	..	..	5. (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	193	Killed	..	..	..	..	..	..	35	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	3	..	11	Killed	..	..	..	..	6 (a)
			Injured	..	..	..	..				Injured	..	..	..	..	
1	..	1	Killed	..	..	..	..	5	..	6	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	7	Killed	..	..	..	..	2	..	2	Killed	..	..	..	..	7. (a).
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	3	Killed	..	..	..	..	1	..	2	Killed	..	..	..	..	(b)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	8. (i)
			Injured	..	..	..	..				Injured	..	..	..	..	
6	..	12	Killed	..	..	..	..	8	..	8	Killed	..	..	..	..	(ii)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	747	Killed	..	..	..	..	..	..	109	Killed	..	..	..	..	(iii)
			Injured	..	..	..	..				Injured	..	..	..	..	
1	..	2	Killed	..	..	..	..	6	..	8	Killed	..	..	2	2	(iv)
			Injured	..	..	..	..				Injured	..	..	23	23	
4	..	8	Killed	..	..	..	..	9	..	13	Killed	..	..	..	..	(v)
			Injured	..	..	..	..				Injured	..	..	..	..	
12	..	2,969	Killed	..	..	..	..	51	3	324	Killed	..	1	2	3	Total
			Injured	..	..	..	..				Injured	17	6	23	46	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I.

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	East Indian							
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 117, 118 and 119.)
	112	113	114	115	116	117	118	119	120
(1—3)	1. Collisions in which passenger trains were concerned.	2	2	4	Killed	12	2	3	17
					Injured	43	22	6	71
(4—6)	2. Other collisions	2	..	52	Killed	..	1	..	1
					Injured	3	24	..	27
(7a & b)	3. Derailments of passenger trains	1	..	9	Killed	..	1	..	1
					Injured	..	1	..	1
(8a & b)	4. Other derailments	1	..	2,436	Killed	..	..	..	..
					Injured	..	1	..	1
	5. Accidents due to failures of engines or rolling stock.								
(9a & c to h).	(a) Faulty design or material	..	..	873	Killed	..	..	..	..
					Injured	..	..	..	..
(9b)	(b) Faulty workmanship or operation by running staff.	..	..	341	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels & etc.	..	..	46	Killed	..	..	1	1
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P. way slips in cuttings & embankments.	1	..	12	Killed	..	..	..	..
					Injured	..	3	..	3
11	7. Fires.								
	(a) In trains	1	..	14	Killed	1	..	..	1
					Injured	3	..	..	3
	(b) At stations or involving injury to bridges or viaducts.	..	..	7	Killed	..	..	..	..
					Injured	..	..	..	..
12	8. Other accidents.								
(c)	(i) Train wrecking	1	1	1	Killed	..	2	..	2
					Injured	13	1	..	19
(d)	(ii) Attempted train wrecking	11	..	11	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	954	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running on the road traffic at level crossings.	3	..	9	Killed	..	..	2	2
					Injured	..	..	4	4
(a, f & g)	(v) Miscellaneous	6	..	53	Killed	..	1	1	2
					Injured	..	4	8	12
	Total	29	3	4,822	Killed	13	7	7	27
					Injured	67	56	18	141

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

AILWAYS—*contd.*

Great Indian Peninsula.								Jodhpur.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other Persons.	Total (Cols. 125, 126 and 127.)	Accidents reported to the Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols. 133, 134 and 135)	Class of accidents.
121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137
1	1	14	Killed	..	1	..	1	..	..	..	Killed	..	..	..	..	4.
			Injured	..	3	..	3				Injured	..	..	..	..	
1	1	85	Killed	..	2	..	2	..	..	1	Killed	..	..	..	..	2.
			Injured	..	11	..	11				Injured	..	..	..	..	
..	..	27	Killed	..	..	..	..	5	..	5	Killed	..	..	..	..	3.
			Injured	..	..	..	..				Injured	..	..	..	..	
3	1	606	Killed	..	2	..	2	..	..	5	Killed	..	..	..	..	4.
			Injured	..	3	..	3				Injured	..	..	..	..	
2	..	995	Killed	..	..	..	..	..	..	49	Killed	..	..	..	..	5.
			Injured	..	1	..	1				Injured	..	..	..	..	(*a*)
..	..	*554	Killed	..	..	..	..	..	..	21	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	37	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	6.
			Injured	..	..	..	..				Injured	..	..	..	..	(*a*)
1	..	2	Killed	..	..	..	..	6	..	6	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
1	..	120	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	7.
			Injured	6	..	..	6				Injured	..	..	..	..	(*a*)
..	..	4	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	8.
			Injured	..	..	..	..				Injured	..	..	..	..	(*i*)
..	..	8	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	1,333	Killed	..	..	..	..	..	..	6	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
2	..	6	Killed	..	..	4	4	..	..	4	Killed	..	..	..	..	(*iv*)
			Injured	..	..	8	8				Injured	..	..	..	..	
..	..	47	Killed	..	..	..	..	..	..	2	Killed	..	..	..	..	(*v*)
			Injured	..	..	..	..				Injured	..	..	..	..	
11	3	3,838	Killed	..	5	4	9	11	..	99	Killed	..	..	..	..	Total.
			Injured	6	18	8	32				Injured	..	..	..	..	

* Includes 167 Electric Multiple Units failures on Suburban Services.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	CLASS I — Madras and Southern Mahratta: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 143, 144 and 145.)
	138	139	140	141	142	143	144	145	146
(1—3)	1. Collisions in which passenger trains were concerned.	1	..	1	Killed	..	..	..	..
					Injured	..	2	..	2
(4—6)	2. Other collisions	3	..	17	Killed	..	..	..	..
					Injured	5	9	..	14
(7a & b)	3. Derailments of passenger trains	7	..	7	Killed	..	..	..	..
					Injured	..	1	..	1
(8a & b)	4. Other derailments	1	..	394	Killed	..	..	..	..
					Injured	..	2	..	2
	5. Accidents due to failures of engines or rolling stock—								
(9a & c to h).	(a) Faulty design or material	4	..	80	Killed	..	..	..	..
					Injured	..	..	..	..
(9b)	(b) Faulty workmanship or operation by running staff.	..	..	130	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way.								
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	..	..	22	Killed	..	..	..	..
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P. way, slips in cuttings & embankments.	3	..	3	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires—								
	(a) In trains	..	..	23	Killed	..	..	..	..
					Injured	..	..	..	..
	(b) At stations or involving injury to bridges or viaducts.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents—								
(c)	(i) Train wrecking	2	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(d)	(ii) Attempted train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	799	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	13	..	13	Killed	..	..	5	5
					Injured	..	1	2	3
(a, f & g)	(v) Miscellaneous	29	..	63	Killed	..	..	..	..
					Injured	..	1	7	8
	Total	63	..	1,544	Killed	..	..	5	5
					Injured	5	16	9	30

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Mysore State.								Nizam's State.									
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other persons.	Total (Cols. 151, 152 and 153.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total. (Cols. 159, 160 and 161.)	Class of accidents.
147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163
			Killed	..	..	..	..				Killed	..	..	..	..	1.
..	..	..	Injured	..	..	..	..	..	..	..	Injured	..	..	..	..	
			Killed	..	..	..	..				Killed	..	..	..	..	
1	..	1	Injured	..	..	..	..	..	..	1	Injured	..	..	..	..	2.
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	..	Injured	..	..	..	..	5	..	5	Injured	..	..	..	..	3.
			Killed	..	..	..	..				Killed	..	..	..	..	
3	..	10	Injured	..	..	..	..	..	..	8	Injured	..	..	..	..	4.
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	107	Injured	..	..	..	..	..	..	141	Injured	..	..	..	..	5. (*a*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	44	Injured	..	..	..	..	..	..	20	Injured	..	..	..	..	(*b*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	4	Injured	..	..	..	..	..	..	..	Injured	..	..	..	..	6. (*a*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	..	Injured	..	..	..	..	..	..	..	Injured	..	..	..	..	(*b*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	..	Injured	..	..	..	..	..	..	3	Injured	..	..	..	..	7. (*a*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	..	Injured	..	..	..	..	..	..	1	Injured	..	..	..	..	(*b*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	..	Injured	..	..	..	..	..	..	..	Injured	..	..	..	..	8. (*i*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	..	Injured	..	..	..	..	6	..	6	Injured	..	..	..	..	(*ii*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	158	Injured	..	..	..	..	..	..	161	Injured	..	..	..	..	(*iii*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	1	Injured	..	..	..	..	5	..	5	Injured	..	..	..	..	(*iv*)
			Killed	..	..	..	..				Killed	..	..	..	..	
..	..	28	Injured	..	..	..	..	..	..	8	Injured	..	..	..	..	(*v*)
			Killed	..	..	..	..				Killed	..	..	..	..	
4	..	353	Injured	..	..	..	..	16	..	359	Injured	..	..	..	..	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	North Western. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 169, 170 and 171.)
	164	165	166	167	168	169	170	171	172
(1—3)	1. Collisions in which passenger trains were concerned.	7	1	10	Killed	1	..	..	1
					Injured	3	..	..	3
(4—6)	2. Other collisions	..	..	3	Killed	..	..	..	..
					Injured	..	2	2	4
(7a & b)	3. Derailments of passenges trains	34	2	34	Killed	..	..	..	..
					Injured	..	..	..	..
(8a & b)	4. Other derailments	..	..	1,786	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock—								
(9a & c to k)	(a) Faulty design or material	1	..	77	Killed	..	..	..	..
					Injured	..	..	..	..
(9b)	(b) Faulty workmanship or operation by running staff.	..	..	*359	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way—								
(10a & b)	(a) Failure of rails bridges, culverts, tunnels, etc.	..	..	16	Killed	..	..	..	..
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P. way, slips in cuttings and embankments.	3	..	29	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires—								
	(a) In trains	11	..	14	Killed	..	..	..	..
					Injured	..	..	..	..
	(b) At stations or involving injury to bridges or viaducts.	..	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents—								
(c)	(i) Train wrecking	2	..	2	Killed	..	..	..	..
					Injured	..	..	..	..
(d)	(ii) Attempted train wrecking	3	..	3	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	554	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	9	1	9	Killed	..	..	2	2
					Injured	..	..	4	4
(a, f & g)	(v) Miscellaneous	4	..	8	Killed	..	1	..	1
					Injured	..	..	1	1
	Total	74	4	2,905	Killed	1	1	2	4
					Injured	3	2	7	12

*Includes 5 failures of Steam Coaches and 2 with Diesel Rail Cars.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Rohilkund and Kumaon.								South Indian.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other persons.	Total (Cols. 177, 178 and 179.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total	Nature of Injury.	Passengers.	Railway Servants.	Other persons.	Total. (Cols. 185, 186 and 187.)	Class of accidents.
173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	1.
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	2.
			Injured	..	..	..	..				Injured	..	..	..	..	
1	..	1	Killed	..	..	..	..	3	1	3	Killed	..	2	..	2	3.
			Injured	..	..	..	..				Injured	..	2	..	2	
1	..	14	Killed	..	..	..	..	6	..	11	Killed	..	1	..	1	4.
			Injured	..	..	2	2				Injured	..	2	..	2	
..	..	43	Killed	..	..	..	..	62	..	356	Killed	..	..	..	..	5. (*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	11	Killed	..	..	..	..	..	..	37	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	6	..	6	Killed	..	..	..	..	6. (*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	42	..	44	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	1	Killed	..	..	..	..	15	..	15	Killed	..	..	..	..	7. (*a*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	1	Killed	..	..	..	..	(*b*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	..	Killed	..	..	..	..	8. (*i*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	3	Killed	..	..	..	..	1	..	1	Killed	..	..	..	..	(*ii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	..	..	1,816	Killed	..	..	..	..	(*iii*)
			Injured	..	..	..	..				Injured	..	..	..	..	
..	..	2	Killed	..	..	..	..	2	..	3	Killed	..	..	..	..	(*iv*)
			Injured	..	..	2	2				Injured	..	..	..	..	
..	..	4	Killed	..	..	..	..	29	..	33	Killed	..	..	..	..	(*v*)
			Injured	..	..	..	..				Injured	..	2	..	2	
2	..	79	Killed	..	..	..	..	166	1	2,331	Killed	..	3	..	3	Total.
			Injured	..	..	4	4				Injured	..	6	..	6	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	CLASS I RAILWAY—*concld.* TOTAL							
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway Servants.	Other Persons.	Total (Cols. 195, 196 and 197.)
	190	191	192	193	194	195	196	197	198
(1—3)	1. Collisions in which passenger trains were concerned.	13	5	33	Killed	13	3	3	19
					Injured	51	27	6	84
(4—6)	2. Other collisions	9	1	201	Killed	..	4	..	4
					Injured	8	50	6	64
(7a & b)	3. Derailments of passenger trains	30	5	134	Killed	..	4	1	5
					Injured	41	12	1	54
(8a & b)	4. Other derailments	16	2	6,353	Killed	...	3	..	3
					Injured	..	16	3	19
	5. Accidents due to failures of engines or rolling stock—								
(9a & c to h).	(a) Faulty design or material	74	..	4,157	Killed	..	..	..	..
					Injured	..	1	..	1
(9b)	(b) Faulty workmanship or operation by running staff.	6	..	1,917	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent-way—								
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	9	..	193	Killed	..	..	1	1
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P-way, slips in cuttings and embankments.	67	..	112	Killed	..	..	..	..
					Injured	..	3	..	3
(11)	7. Fires—								
	(a) In trains	30	..	202	Killed	1	..	..	1
					Injured	9	..	..	9
	(b) At stations or involving injury to bridges or viaducts.	1	..	27	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents—								
(c)	(i) Train wrecking	6	1	6	Killed	..	2	..	2
					Injured	18	1	..	19
(d)	(ii) Attempted train wrecking	43	..	60	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	7,019	Killed	..	..	..	..
					Injured	..	..	..	..
(e)	(iv) Trains running into road traffic at level crossings.	43	1	85	Killed	..	..	16	16
					Injured	..	1	58	59
(a, f & g)	(v) Miscellaneous	85	..	334	Killed	..	2	2	4
					Injured	7	10	16	33
	Total	482	15	20,833	Killed	14	18	23	55
					Injured	134	121	90	345

DIX D (iii)—*contd.*

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

CLASS II RAILWAYS—*contd.*

Barsi Light.			Bhavnagar State.			Darjeeling Himalayan.			Dibru Sadiya.			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Class of accidents.
199	200	201	202	203	204	205	206	207	208	209	210	211
..	..	..	..	..	..	..	..	..	..	..	..	1.
..	..	..	..	..	..	..	..	..	..	..	..	2.
..	..	..	1	..	1	60	..	60	..	..	..	3.
..	..	15	..	..	..	..	..	57	..	..	..	4.
..	..	2	3	..	13	..	..	12	..	..	1	5. (a)
..	..	4	..	..	..	..	..	3	..	..	1	(b)
..	..	..	..	..	2	..	..	..	..	..	..	6. (a)
..	..	..	1	..	1	47	..	327	..	..	..	(b)
..	..	1	..	..	..	..	..	..	..	..	..	7. (a)
..	..	1	..	..	..	..	..	..	..	..	..	(b)
..	..	..	..	..	..	..	..	..	..	..	..	8. (i)
..	..	1	..	..	..	..	..	..	..	..	..	(ii)
..	..	23	..	..	46	..	..	3	..	..	23	(iii)
..	..	5	..	..	..	..	..	3	..	..	..	(iv)
..	..	..	..	..	6	..	..	19	..	..	..	(v)
..	..	52	5	1	69	107	..	487	..	..	25	Total

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers railway

CLASS II

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	Gaekwar's Baroda State.			Gondal.			Jaipur State.		
		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.
	212	213	214	215	216	217	218	219	220	221
(1—3)	1. Collisions in which passenger trains were concerned.	..	..	..	..	..	..	..	..	..
(4—6)	2. Other collisions	..	..	..	..	..	..	..	..	..
(7a & b)	3. Derailments of passenger trains	..	..	..	..	..	1	1	..	1
(8a & b)	4. Other derailments	..	..	17	..	..	19	34	..	34
	5. Accidents due to failures of engines or rolling stock—									
(9a & c to h).	(a) Faulty design or material	..	..	15	..	..	..	12	..	12
(9b)	(b) Faulty workmanship or operation by running staff.	..	..	2	..	..	3	..	..	..
	6. Accidents due to failure of permanent way.—									
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	..	..	6	..	..	..	..	..	..
(10c & d)	(b) Flooding of P. way, slips in cuttings & embankments.	30	..	30	..	..	..	1	..	1
(11)	7. Fires—									
	(a) In trains	..	..	1	..	..	1	..	..	..
	(b) At stations or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..
(12)	8. Other accidents—									
(c)	(i) Train wrecking	..	..	..	..	..	..	..	..	..
(d)	(ii) Attempted train wrecking	..	..	1	..	..	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	..	..	23	..	..	10	23	..	23
(e)	(iv) Trains running into road traffic at level crossings.	..	..	..	..	..	..	..	..	..
(a, f & g)	(v) Miscellaneous	..	..	44	..	..	2	..	..	..
	Total	30	..	139	..	..	36	71	..	71

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

Jamnagar Dwarka			Junagad State.			Morvi			Shahdara (Delhi) Saharanpur Light			
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Class of accidents.
222	223	224	225	226	227	228	229	230	231	232	233	234
..	..	..	..	..	..	..	..	..	..	..	..	1.
..	..	..	..	..	..	..	..	..	..	..	1	2.
..	..	..	..	..	..	..	..	..	..	..	..	3.
1	..	11	..	..	..	..	..	8	..	..	18	4.
..	..	..	..	..	5	..	..	2	..	..	15	5. (*a*)
..	..	4	..	..	..	..	..	1	..	..	..	(*b*)
												6.
..	..	..	..	..	..	..	..	..	..	..	..	(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	(*b*)
												7.
..	..	..	..	..	..	..	..	..	..	..	1	(*a*)
..	..	..	..	..	3	..	..	..	..	..	..	(*b*)
												8.
..	..	..	..	..	..	..	..	..	..	..	..	(*i*)
..	..	..	..	..	..	..	..	..	..	..	2	(*ii*)
..	..	14	..	..	18	..	..	3	..	..	2	(*iii*)
..	..	..	..	..	..	..	..	..	..	..	..	(*iv*)
..	..	2	..	..	3	..	..	..	..	..	1	(*v*)
1	..	31	..	..	29	..	..	14	..	..	40	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

Reference to classes of accidents appearing in the 1940-41 Report.	Class of accident.	CLASS II RAILWAYS—concld. TOTAL. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Railway servants.	Other Passengers.	Total (Cols. 240, 241 and 242).
	235	236	237	238	239	240	241	242	243
(1—3)	1. Collisions in which passenger trains were concerned.	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(4—6)	2. Other collisions	..	..	1	Killed	..	..	..	..
					Injured	..	..	..	..
(7a & b)	3. Derailments of passenger trains	62	..	63	Killed	..	..	..	..
					Injured	..	..	..	..
(8a & b)	4. Other derailments	35	..	179	Killed	..	..	..	..
					Injured	..	..	..	..
	5. Accidents due to failures of engines or rolling stock.—								
(9a & c to h)	(a) Faulty design or material	15	..	84	Killed	..	..	..	..
					Injured	..	..	..	..
(9b)	(b) Faulty workmanship or operation by running staff.	..	..	23	Killed	..	..	..	..
					Injured	..	..	..	..
	6. Accidents due to failure of permanent way—								
(10a & b)	(a) Failure of rails, bridges, culverts tunnels, etc.	..	..	8	Killed	..	..	..	..
					Injured	..	..	..	..
(10c & d)	(b) Flooding of P-way, slips in cuttings and embankments.	79	..	359	Killed	..	..	..	..
					Injured	..	..	..	..
(11)	7. Fires—								
	(a) In trains	..	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
	(b) At stations or involving injury to bridges or viaducts.	..	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
(12)	8. Other accidents—								
(c)	(i) Train wrecking	..	..	..	Killed	..	..	..	..
					Injured	..	..	..	..
(d)	(ii) Attempted train wrecking	..	..	4	Killed	..	..	..	..
					Injured	..	..	..	..
(b)	(iii) Trains running over cattle on the line.	23	..	188	Killed	..	..	5	5
					Injured	..	..	19	19
(e)	(iv) Trains running into road traffic at level crossings	..	..	8	Killed	..	..	..	..
					Injured	..	..	..	..
(a, f & g)	(v) Miscellaneous	..	..	68	Killed	..	..	..	..
					Injured	..	..	..	..
	Total	214	..	993	Killed	..	..	5	5
					Injured	..	..	19	19

DIX D (iii)—*contd.*

stock, permanent-way, etc., during the year 1941-42 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

Class III Railways.								
Total.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Accidents enquired into by the Govt. Inspectors.	Total.	Nature of Injury.	Passengers.	Rly. Servants.	Other Persons.	Total (Cols 248, 249 and 250).	Class of accident.
244	245	246	247	248	249	250	251	252
1	..	3	Killed	..	..	..	..	1.
			Injured	..	..	..	..	
..	..	2	Killed	..	..	..	..	2.
			Injured	..	..	..	..	
11	..	24	Killed	..	..	..	..	3.
			Injured	..	1	..	1	
..	..	69	Killed	..	..	..	..	4.
			Injured	..	..	..	..	
3	..	62	Killed	..	..	..	..	5. (a)
			Injured	..	..	..	..	
..	..	33	Killed	..	..	..	..	(b)
			Injured	..	..	..	..	
								6.
..	..	3	Killed	..	..	..	..	(a)
			Injured	..	..	..	..	
..	..	..	Killed	..	..	..	..	(b)
			Injured	..	..	..	..	
								7.
..	..	..	Killed	..	..	..	..	(a)
			Injured	..	..	..	..	
..	..	1	Killed	..	1	..	1	(b)
			Injured	..	..	..	..	
								8.
..	..	1	Killed	..	..	..	..	(i)
			Injured	..	..	..	..	
6	..	21	Killed	..	..	..	..	(ii)
			Injured	..	..	..	..	
..	..	74	Killed	..	..	..	..	(iii)
			Injured	..	..	..	..	
9	..	28	Killed	..	..	..	..	(iv)
			Injured	11	2	..	13	
1	..	44	Killed	..	..	..	..	(v)
			Injured	1	..	..	1	
31	..	365	Killed	..	..	..	..	Total.
			Injured	12	3	..	15	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling distinguishing between the different classes of accidents and the number of passengers, railway

Reference to Classes of accidents appearing in the 1940-41 Report.	Class of accidents.	Accidents reported to Local Governments under section 33 of the Indian Railways Act No. IX of 1890.		Accidents enquired into by the Govt. Inspectors.		Total.		Nature of Injury.	Total all. Passengers.	
		1940-41.	1941-42.	*1940-41*	1941-42.	*1940-41*	1941-42		*1940-41*	1941-42
	253	254	255	256	257	258	259	260	261	262
(1—3)	1. Collisions in which passenger trains were concerned.	*7*	14		5	*31*	36	Killed	*20*	13
								Injured	*40*	51
(4—6)	2. Other collisions	*3*	9		1	*232*	204	Killed	..	..
								Injured	..	8
(7a & b)	3. Derailments of passenger trains	*127*	153		5	*181*	221	Killed	*5*	..
								Injured	*16*	41
(8a & b)	4. Other derailments	*59*	51		2	*5,420*	6,601	Killed	..	..
								Injured	..	..
	5. Accidents due to failures of engines or rolling stock.									
(9a & c to h).	(a) Faulty design or material	*94*	92		..	*3,731*	4,303	Killed	..	..
								Injured	*4*	..
(9b)	(b) Faulty workmanship or operation by running staff.	*6*	6		..	*1,630*	1,973	Killed	..	..
								Injured	..	..
	6. Accidents due to failure of permanent way.									
(10a & b)	(a) Failure of rails, bridges, culverts, tunnels, etc.	*12*	9		..	*183*	204	Killed	...	..
								Injured	..	..
(10c & d)	(b) Flooding of P.way, slips in cuttings & embankments.	*39*	146		..	*269*	471	Killed	..	..
								Injured	..	..
(11)	7. Fires.									
	(a) In trains	*11*	30		..	*194*	206	Killed	..	1
								Injured	..	9
	(b) At stations or involving injury to bridges or viaducts.	*2*	1		..	*51*	32	Killed	..	..
								Injured	..	..
12	8. Other accidents.									
(c)	(i) Train wrecking	*4*	6		1	*11*	7	Killed	*36*	..
								Injured	*77*	18
(d)	(ii) Attempted train wrecking	*53*	49		..	*79*	85	Killed	..	..
								Injured	..	..
(b)	(iii) Trains running over cattle on the line.	*43*	23		..	*7,743*	7,281	Killed	..	..
								Injured	..	..
(e)	(iv) Trains running into road traffic at level crossings.	*38*	52		1	*105*	121	Killed	..	..
								Injured	*3*	11
(a, f & g)	(v) Miscellaneous	*110*	86		..	*425*	446	Killed	*1*	..
								Injured	*2*	8
	Total	*607*	727		15	*20,285*	22,191	Killed	*62*	14
								Injured	*142*	146

Information not available.

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the years 1940-41 and 1941-42 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway Servants.		Other Persons.		Total. (Cols. 261, 263 and 265).	Total. (Cols. 262, 264 and 266.)	Class of accident.
1940-41.	1941-42.	*1940-41.*	1941-42.	*1940-41.*	1941-42.	
263	264	265	266	267	268	269
..	3	..	3	*20*	19	1.
20	27	*2*	6	*62*	84	
3	4	*1*	..	*4*	4	2.
62	50	..	6	*62*	64	
..	4	..	1	*5*	5	3.
15	13	*1*	1	*32*	55	
1	3	..	..	*1*	3	4.
13	16	..	3	*13*	19	5.
..	..	..	..	..	..	(*a*)
2	1	..	..	*6*	1	
..	..	..	..	..	..	(*b*)
..	..	..	1	..	1	6.
..	..	..	..	..	..	(*a*)
3	..	..	..	*3*	..	(*b*)
4	3	..	..	*4*	3	7.
..	..	..	..	..	1	(*a*)
..	..	..	..	..	9	
..	..	..	..	..	..	(*b*)
2	..	..	..	*2*	..	
6	2	..	1	*12*	2	8.
12	1	..	..	*89*	19	(*i*)
..	..	..	..	..	..	(*ii*)
..	..	*8*	5	*8*	5	(*iii*)
..	..	*11*	19	*11*	19	
..	..	*17*	16	*17*	16	(*iv*)
2	3	*36*	58	*41*	72	
1	2	*1*	2	*3*	4	(*v*)
9	10	*3*	16	*14*	34	
14	18	*27*	28	*103*	80	Total.
141	124	*53*	109	*336*	379	

APPEN

Number of persons killed or injured during the year 1941-42 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.		PASSENGERS.		RAILWAY SERVANTS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 271, 273 and 275.)	Injured. (Cols. 272, 274 and 276.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed (Cols. 279, 281 and 283.)	Injured. (Cols. 280, 282 and 284.)
270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286
1. Ascending or descending steps at stations.	..	2	..	17	..	..	..	19	..	..	..	..	..	..	..	..
2. Being struck, by barrows, by falling over packages, etc., on platform.	..	5	..	122	..	2	..	129	..	..	..	..	..	..	..	..
3. Falling off platforms	..	..	1	61	..	1	1	62	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	..	..	5	1,458	1	55	6	1,513	..	..	..	2	..	..	..	2
5. Moving or carrying goods at stations, etc.	..	..	1	612	3	5	4	617	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	1	132	..	2	1	134	..	..	..	..	..	..	..	..
7. Falling off wagon doors, lamps, bales of goods, etc.	..	1	..	467	2	20	2	488	..	..	..	1	..	..	..	1
8. Falling off, or getting on or off, stationary engines or vehicles.	..	2	..	339	..	..	..	341	..	..	..	..	..	..	..	..
9. Falling off, platforms ladders, scaffolds, etc.	..	4	6	267	4	10	10	281	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	2	8	..	353	1	18	3	379	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	1	3,339	..	..	1	3,339	..	..	..	4	..	..	..	4
12. Being trampled on or kicked by horses	..	..	..	4	..	..	..	4	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	2	2,087	..	47	2	2,134	..	..	..	7	..	..	..	7
14. Miscellaneous . . .	1	15	10	4,729	11	99	22	4,834	..	..	..	7	..	..	..	7
Total	3	37	27	13,987	22	250	52	14,274	..	..	..	21	..	..	..	21

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		Class of accident.
Killed	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 287, 289 and 291.)	Injured. (Cols. 288, 290 and 292.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 295, 297 and 299.)	Injured. (Cols. 296, 298 and 300.)	
287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303
..	..	..	..	..	..	..	..	..	2	..	17	..	..	..	19	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	5	..	122	..	2	..	129	2. Being struck by barrows, by falling overpackages, etc., on platform.
..	..	..	..	..	..	..	..	..	..	1	61	..	1	1	62	3. Falling off platforms.
..	..	..	..	..	..	..	..	..	..	5	1,460	1	55	6	1,515	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	1	612	3	5	4	617	5. Moving or carrying good at stations, etc.
..	..	..	..	..	..	..	..	..	..	1	132	..	2	1	134	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	1	..	468	2	20	2	489	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	2	..	339	..	..	..	341	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	4	6	267	4	16	10	281	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	2	8	..	353	1	18	3	379	10. Stumbling whilst walking on the line or platforms.
..	..	..	1	..	..	1	..	..	..	1	3,344	..	..	1	3,344	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	4	..	..	..	4	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	2	2,094	..	47	2	2,141	13. Working on the line or in sidings.
..	1	..	..	..	..	1	1	16	10	4,736	11	90	22	4,842		14. Miscellaneous.
..	1	..	1	..	..	2	3	38	27	14,009	22	250	52	14,297		Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1941-42

[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
304	305	306	307	308	309	310	311	312	313	314	315	316
Assam-Bengal	3	50·0	6	54·5	3	50·0	5	45·5	..	..	..	..
Bengal and North-Western	..	..	8	36·0	2	100·0	14	64·0	..	..	..	..
Bengal-Nagpur	5	45·4	358	90·4	6	54·6	34	8·59	..	..	4	1·01
Bikaner State	2	100·0	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	18	78·3	314	97·8	5	21·7	6	1·90	..	..	1	0·30
Eastern Bengal	1	11·1	102	62·2	8	88·9	62	37·8	..	..	..	..
East Indian	45	78·9	542	72·3	12	21·1	118	15·8	..	..	78	10·4
Great Indian Peninsula	23	95·8	1,954	99·9	1	4·17	..	..	..	..	1	0·05
Jodhpur	..	..	6	100·0	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	3	37·5	274	78·1	5	62·5	77	21·9	..	..	..	..
Mysore State	..	..	..	..	1	100·0	18	100·0	..	..	..	..
Nizam's State	3	100·0	34	97·1	..	..	1	2·90	..	..	..	..
North Western	47	100·0	995	100·0	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	4	66·7	1	100·0	2	33·3	..	..	..	..
South Indian	3	100·0	215	97·3	..	..	4	1·81	..	..	2	0·90
Total	153	77·7	4,812	91·6	44	22·3	341	6·50	..	..	86	1·64

DIX (v).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances safeguards, etc.				Total.		Railway System.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed. (Cols. 313 309, 313, 317 and 321).	Injured. (Cols. 307 311, 313, 319 and 323.)	
317	318	319	320	321	322	323	324	325	326	327
..	..	..	..	..	..	..	..	6	11	Assam-Bengal.
..	..	..	..	..	..	..	..	2	22	Bengal and North-Western.
..	..	..	..	..	..	..	..	11	396	Bengal-Nagpur.
..	..	..	..	..	..	..	..	2	..	Bikaner State.
..	..	..	..	..	..	..	..	23	321	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	9	164	Eastern Bengal.
..	..	4	0·53	..	..	7	0·94	57	749	East Indian.
..	..	..	..	..	..	..	..	24	1,955	Great Indian Peninsula.
..	..	..	..	..	..	..	..	..	6	Jodhpur.
..	..	..	..	..	..	..	..	8	351	Madras and Southern Maharatta.
..	..	..	..	..	..	..	..	1	18	Mysore State.
..	..	..	..	..	..	..	..	2	35	Nizam's State.
..	..	..	..	..	..	..	..	47	995	North Western.
..	..	..	..	..	..	..	..	1	6	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	3	221	South Indian.
..	..	4	0·08	..	..	7	0·13	197	5,250	Total.

Number of accidents which occurred during the year 1941-42 in Railway Workshop

Class

Number of accidents and number of persons killed or injured. 328	Particulars. 329	Assam Bengal. 330	Bengal and North-Western. 331	Bengal Nagpur. 332	Bikaner State. 333	Bombay, Baroda Central India. 334	Eastern Bengal 335	East Indian. 336	Great Indian Peninsula. 337	Jodhpur 338
(a) Total number of accidents	..	214	8	884	4	1,818	415	1,852	1,449	17
(b) Affecting Railway Servants										
1. Railway workshops	Killed	..	1	1	..	1	..	1	..	..
	Injured	207	7	854	4	1,756	401	1,849	1,449	17
2. New works, not opened for traffic.	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..	..
3. Lines under construction	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	61	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed	..	..	..	..	..	..	..	..	..
	Injured	4	..	..	..	..	..	..	..	..
5. Steamers or flats wroking in connection with the the railway.	Killed	..	..	2	..	..	..	..	..	..
	Injured	..	..	8	..	..	..	2	..	..
Total (*b*)	Killed	..	1	3	..	1	..	1	..	..
	Injured	211	7	862	4	1,817	401	1,851	1,449	17
(c) Affecting other persons.										
1. Railway workshops	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	..	19	..	..	1	..	..	..
2. New works, not opened for traffic.	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..	..
3. Lines under construction.	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed	..	..	..	..	..	1	..	..	..
	Injured	..	..	..	..	..	2	..	..	..
5. Steamers or flats working in connection with the railway.	Killed	..	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	..	..	..	..
Total (*c*)	Killed	..	..	..	..	..	1	..	..	..
	Injured	..	..	19	..	..	3	..	..	..
GRAND TOTAL (*b*+*c*)	Killed	..	1	3	..	1	1	1	..	..
	Injured	211	7	881	4	1,817	404	1,851	1,449	17

DIX D. (vi).

... places and the number of Railway servants and other persons killed or injured.

Mad... & S... Mahratta.	Mysore	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	Total class I Railways	Total Class II Railways	Total class III Railways	Total all Railways (columns 345, 346 and 347).	No. of accidents and No. of persons killed or injured.	
339	340	341	342	343	344	345	346	347	348	349	
920	121	390	905	10	676	9,683	18	2	8,703	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	..	2	5	..	..	11	..	..	11	Killed	1
920	121	388	898	10	676	9,557	18	2	9,577	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	2	..	..	63	..	..	63	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	4	..	..	4	Injured	
..	..	..	..	..	..	2	..	..	2	Killed	5
..	..	..	..	..	..	10	..	..	10	Injured	
..	..	2	5	..	..	13	..	..	13	Killed	Total (*b*).
920	121	388	900	10	676	9,634	18	2	9,654	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	..	..	20	..	..	20	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	..	Killed	4
..	..	..	..	..	..	2	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	Total (*c*).
..	..	..	..	..	..	22	..	..	22	Injured	
..	..	2	5	..	..	14	..	..	14	Killed	Grand
920	121	388	900	10	676	9,656	18	2	9,676	Injured	Total (*d*).

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and third class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used predominately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3¼″	204	100·0	909	98·8	0·66	5,317	90·6	1·2
Bengal and North-Western	3′ 3¼″	356	81·5	1,596	68·0	12·7	11,350	*Nil*	4·42
Bengal-Nagpur	5′ 6″	657	100·0	1,206	96·1	3·90	23,362	83·1	16·9
	2′ 6″	109	92·7	385	92·2	*Nil*	1,956	83·4	0·10
Bikaner State	3′ 3¼″	57	59·6	189	34·9	30·6	1,193	4·44	0·25
Bombay, Baroda and Central India.	5′ 6″	362	100·0	‡1,024	99·5	0·49	10,496	95·3	2·32
	3′ 3¼″	420	100·0	§1,364	99·9	0·07	8,431	40·0	20·4
	2′ 6″	27	*Nil*	76	*Nil*	*Nil*	342	*Nil*	*Nil*
Eastern Bengal	5′ 6″	293	100·0	1,140	99·6	0·35	8,688	62·6	37·4
	3′ 3¼″	208	95·2	1,208	85·2	9·60	4,956	42·2	2·72
	2′ 6″	9	*Nil*	55	*Nil*	*Nil*	27	*Nil*	*Nil*
East Indian	5′ 6″	1,569	99·4	3,456	96·6	1·94	52,148	79·5	19·5
Great Indian Peninsula	5′ 6″	660	100·0	1,993	100·0	*Nil*	18,549	92·4	7·53
	2′ 6″	18	*Nil*	49	*Nil*	*Nil*	211	*Nil*	*Nil*
Jodhpur	3′ 3¼″	94	84·0	385	91·2	7·53	2,515	18·4	7·55
Madras and Southern Mahratta.	5′ 6″	302	99·3	846	98·1	2·25	6,276	90·0	9·96
	3′ 3¼″	296	71·3	877	94·6	2·39	5,933	2·83	37·3
Mysore	3′ 3¼″	86	90.7	326	94.1	5.40	1,470	53.5	16.5
	2′ 6″	12	91.6	30	10.0	*Nil*	83	3·40	96·6
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	51	*Nil*	*Nil*
Nizam's State	5′ 6″	85	100 0	199	99·5	0·50	2,438	80·8	16·9
	3′ 3¼″	75	86·7	168	99·4	0·60	1,302	37·2	1·69
North Western	5′ 6″	1,170	99·3	3,447	100·0	*Nil*	29,749	95·3	4·70
	2′ 6″	100	*Nil*	352	88·9	*Nil*	899	78·2	0·78
Rohilkund and Kumaon	3′ 3¼″	82	78·0	227	55·9	21·6	2,649	1·13	1·06
South Indian	5′ 6″	153	100·0	442	97·5	2·49	2,540	80·4	18·8
	3′ 3¼″	335	100·0	1,341	95·2	4·18	5,297	5·29	4·61
	2′ 6″ ‖								*Nil*
Total		7,745	94·5	23,295	93·2	3·06	208,228	70·3	13·1
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	28	92·9	121	100·0	*Nil*	288	43·4	56·6
Bhavnagar State	3′ 3¼″	39	76·9	208	91·8	6·73	1,092	0·27	1·10
Darjeeling Himalayan	2′ 0″	34	2·90	124	*Nil*	*Nil*	526	*Nil*	*Nil*
Dibru Sadiya	3′ 3¼″	32	81·2	65	86·2	13·8	1,231	29·4	65·4
Gaekwar's Baroda State	3′ 3¼″	24	95·8	169	100·0	*Nil*	285	22·8	3·86
	2′ 6″	37	*Nil*	271	*Nil*	*Nil*	1,090	*Nil*	*Nil*
Gondal	3′ 3¼″	28	100·0	144	95·2	4·83	699	0·14	2·30
Jaipur State	3′ 3¼″	17	94·1	94	100·0	*Nil*	327	100·0	*Nil*
Jamnagar and Dwarka	3′ 3¼″	16	75·0	78	70·5	20·5	652	97·1	*Nil*
Junagad State	3′ 3¼″	18	100·0	166	100·0	*Nil*	316	0·32	4·43
Morvi	3′ 3¼″	22	90·9	132	98·0	2·30	428	3·00	3·70
Shahdara (Delhi)-Saharanpur	2′ 6″	11	*Nil*	48	16·7	*Nil*	278	100·0	*Nil*
Total		306	65·4	1,620	77·2	3·02	7,212	32·4	14·4
GRAND TOTAL (CLASS I & II RAILWAYS).		8,051	93·4	24,915	92·2	3·05	215,440	69·0	13·2

‡ Includes 120 Suburban Carriages (Electric).

§ Includes 3 Sentinel Coaches.

‖ Lines closed for traffic on 31st October 1941.

DIX. E.

Carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1943.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway system.
Total number fitted for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third Class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
702	Nil	93·9	11	244	250	505	100·0	96·1	100·0	98·1	Assam-Bengal.
1,347	Nil	100·0	82	585	61	728	100·0	66·3	100·0	71·0	Bengal and North Western.
(c)897	Nil	98·8	53	381	236	670	100·0	97·9	99·2	98·5	Bengal-Nagpur.
(c)345	Nil	92·2	..	188	103	291	..	91·3	93·6	92·1	
156	Nil	94·2	6	87	15	108	100·0	100·0	100·0	100·0	Bikaner State.
763	Nil	100·0	..	315	157	472	..	99·7	65·4	84·9	Bombay, Baroda and Central India.
1,176	Nil	100·0	..	568	279	847	..	89·5	100·0	92·7	
76	Nil	40·8	..	35	28	63	..	77·8	100·0	86·3	
795	Nil	100·0	1	169	265	435	100·0	72·8	70·9	71·1	Eastern Bengal.
878	Nil	97·8	18	328	281	627	100·0	100·0	100·0	100·0	
55	Nil	41·8	..	36	..	..	..	..	..	..	
(b)2,932	Nil	76·8	126	1,104	(d) 797	2,027	100·0	96·3	97·6	97·0	East Indian.
(a)1,279	Nil	100·0	1	407	327	735	100·0	79·9	75·9	78·1	Great Indian Peninsula.
47	Nil	100·0	..	24	18	42	..	92·3	100·0	95·5	
342	Nil	98·8	13	96	128	237	100·0	100·0	100·0	100·0	Jodhpur.
603	Nil	99·3	..	198	280	478	..	97·1	97·9	97·6	Madras and Southern Mahratta.
740	Nil	98·4	..	250	369	619	..	100·0	99·2	99·5	
251	Nil	100·0	..	193	30	223	..	100·0	100·0	100·0	Mysore.
27	Nil	100·0	..	22	..	22	..	100·0	..	100·0	
5	Nil	100·0	..	3	..	3	..	100·0	..	100·0	
149	12·8	87·2	..	58	41	99	..	100·0	100·0	100·0	Nizam's State.
136	25·0	75·0	..	66	33	99	..	97·1	97·1	97·1	
2,548	Nil	96·4	22	1931	821	1,774	100·0	100·0	100·0	100·0	North Western.
292	Nil	96·2	8	170	45	223	100·0	100·0	100·0	100·0	
240	Nil	100·0	3	91	52	146	100·0	67·9	100·0	77·2	Rohilkund and Kumaon.
345	Nil	93·9	..	124	106	230	..	100·0	100·0	100·0	South Indian.
†1,224	Nil	95·4	..	507	302	809	..	88·9	76·3	83·7	
18,400	0·29	93·9	344	7,144	5,024	12,512	100·0	90·2	91·9	91·2	Total.
											CLASS II RAILWAYS.
110	Nil	100·0	..	32	13	45	..	72·7	68·4	71·4	Barsi Light.
144	Nil	100·0	..	81	14	95	..	100·0	100·0	100·0	Bhavnagar State.
103	5·80	87·3	..	..	..	..	..	..	..	..	Darjeeling Himalayan.
50	Nil	98·0	..	32	12	44	..	100·0	100·0	100·0	Dibru Sadiya.
166	Nil	100·0	..	96	56	152	..	100·0	100·0	100·0	Gaekwar's Baroda State.
263	Nil	99·3	..	154	88	242	..	97·5	100·0	98·4	
114	Nil	100·0	..	62	16	78	..	100·0	100·0	100·0	Gondal.
68	Nil	100·0	..	60	2	62	..	100·0	100·0	100·0	Jaipur State.
59	Nil	100·0	..	31	..	31	..	83·8	..	83·8	Jamnagar and Dwarka.
148	Nil	100·0	..	66	43	109	..	100·0	87·8	94·8	Junagad State.
102	Nil	100·0	..	47	20	67	..	100·0	87·0	95·7	Morvi.
47	Nil	100·0	3	10	15	28	100·0	43·5	100·0	68·3	Shahdara(Delhi)-Saharanpur
1,399	0·43	98·9	3	671	279	953	100·0	83·5	89·7	85·2	Total.
19,799	0·3	94·3	347	7,815	5,303	13,465	100·0	89·6	91·8	90·7	GRAND TOTAL (CLASS I & II RAILWAYS.)

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 119 reserved cars and 80 non-passenger carrying vehicles.

(*b*) Includes 3 steam coaches but excludes 106 workmen's carriages.

(*c*) Difference with the total of figures in Columns No. 46 and 62 of statement No. 10-B against B. N. Railway represents 114 gasholders storevans, relief Vans etc. on the Broad gauge and 14 relief Vans on the Narrow gauge.

† Includes 48 trailer coaches (Electric)

(*d*) Includes 30 composite III and curd Vans.

Includes 14 prison Vans

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the y[illegible]42.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Te	
		Watchmen	Contingencies.		Per Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.		
Assam-Bengal	1,09,357	1,17,813	2,658	2,29,828	[illegible]	
Bengal and North Western	1,19,784	1,10,762	2,835	2,33,381	[illegible]	0·03
Bengal Nagpur	2,04,405	5,06,943	32,288	7,43,636	[illegible]·0	0·04
Bikaner State	..	8,100	355	8,455	9·6	0·01
Bombay, Baroda and Central India	4,03,787	6,86,158	31,850	11,21,795	325·9	0·06
Eastern Bengal	2,40,782	3,94,057	31,335	6,66,174	310·2	0·05
East Indian	3,59,929	10,70,692	56,242	14,86,863	362·1	0·04
Great Indian Peninsula	4,91,924	4,60,206	9,229	9,61,359	269·7	0·04
Jodhpur	10,898	25,931	11,349	48,178	42·8	0·02
Madras and Southern Mahratta	2,20,511	4,11,302	5,979	6,37,792	217·0	0·04
Mysore State	12,389	25,971	*Nil*	38,360	52·0	0·01
Nizam's State	1,60,584	*	28,785	1,89,369	139·3	0·05
North Western	6,25,974	10,53,811	15,641	16,95,426	248·5	0·06
Rohilkund and Kumaon	15,099	27,661	770	43,530	76·4	0·02
South Indian	2,20,761	1,53,539	3,139	3,77,439	160·7	0·03
Total	31,96,184	50,52,946	2,32,455	84,81,585	230·1	0·04
Class II.						
Barsi Light	4,300	6,062	136	10,498	51·8	0·02
Bhavnagar State	13,122	11,833	*Nil*	24,955	81·3	0·04
Darjeeling Himalayan	3,280	*Nil*	*Nil*	3,280	22·4	0·01
Dibru Sadiya	*Nil*	5,667	*Nil*	5,667	67·5	0·02
Gaekwar's Baroda State	*Nil*	11,095	*Nil*	11,095	16·7	0·01
Gondal	11,333	13,067	20	24,420	114·4	0·05
Jaipur State	265	5	*Nil*	270	1·10	0·00
Jamnagar Dwarka	1,826	3,981	26	5,833	29·3	0·02
Junagad State	5,137	2,014	*Nil*	7,151	31·2	0·02
Morvi	(a) 6,847	1,625	*Nil*	8,472	59·6	0·02
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,726	1,286	6,012	65·0	0·02
Total	46,110	60,075	1,468	1,07,653	42·7	0·02
Class III Total	12,298	13,588	46	25,932	23·7	0·01
Grand Total	32,54,592	51,26,609	2,33,969	86,15,170	212·8	0·04

(a) Includes Rs. 371 paid by Dhrangadhra State direct to the Government for three months from 1-1-42 to 31-3-42 during which it has been worked by the Morvi Railway.

* Included in column 2.

Note.—Cost of additional police employed for protection of railway property during war emergency included under Col. 2 above.

Railway.	Rs.	Railway.	Rs.
B. N.	44,015	N. W.	88,969
B. B. & C. I.	1,15,256	S. I.	6,728
E. B.	4,252		

APPENDIX G.

Errata showing (*i*) Corrections in comparative statements (*i.e.*, statements in which two or more years' figures are published),

(*ii*) Corrections in statements in which only one year's figures are published, and

(*iii*) Corrections relating to earlier years [other than those referred to at (*i*) and (*ii*)] in Vol. II of the annual Report by the Railway Board on Indian Railways.

PART I.—*Corrections in comparative statements showing two or more years' figures [item (i) in heading above.]*

Please see corrected figures referred to as " revised figures " in footnotes on pages 5, 8, 13, 15, 109, 125, and 134, 168, 170, 173, 174, 232, 244, 246, 247, 248, 250, 252, 254, 256, 259, 261, 263, 265 and 267.

PART II.—[*Showing particulars of (ii) and (iii) heading above.*]

Reference to Vol. II.	Particulars.	Year to which correction pertains.	Number of— Page(s).	Number of— Summary Statement Appendix.	Column No.	Particulars. Figures as shown.	Particulars. Figures as should be.
1940-41	5' 6" Gauge	1940-41	18	Summary XIII	Item No. 12·07	144	14·4
1940-41	3' 3¾" Gauge	Do.	Do.	Do.	Do.	113	11·3
1940-41	2' 6" and 2'-0" Gauge ..	Do.	Do.	Do.	Do.	556	5·56
1940-41	Jaipur State	Do.	224	Statement 34	2	16	18
1940-41	Do.	Do.	330	Appendix " E "	3	16	18
1940-41	Dehri Rohtas Light ..	Do.	225	Statement 34	6	9	6
1940-41	Do.	Do.	225	Do.	11	3	4
1940-41	Do.	Do.	225	Do.	12	12	10
1940-41	Do.	Do.	225	Do.	16	2	1

H9RB—780—29-1-43—GIPS

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on 01 February, 2020